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MODEL CAR & SCIENCE

SPECIAL PERFORMANCE ISSUE

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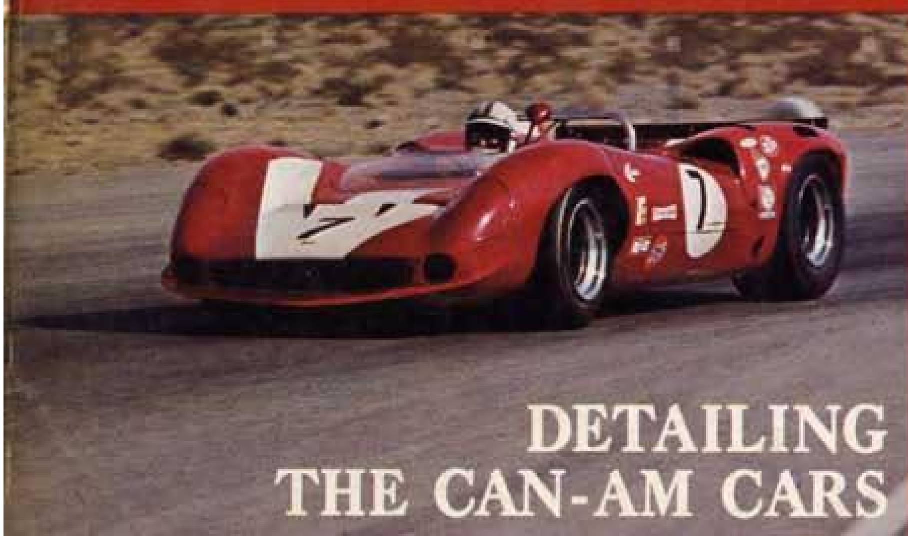
MODEL CAR & TRACK

FEBRUARY 1968

50¢



THE HOTTEST SLOT RACING MOTORS



DETAILING THE CAN-AM CARS

"PRO" PAINTING MADE EASY



Turn it on with this new Monogram kookie show car model!



BEER WAGON



Dressed Up Mod Version of Famous Mack Bulldog . . .
1/24 Scale . . . $2.00
Kit PC189

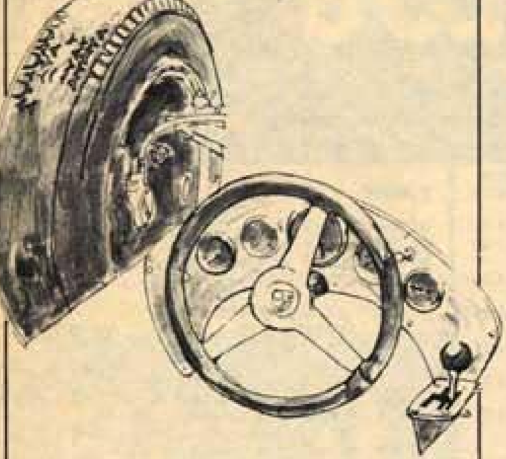
This Beer Wagon is a rod version of a dressed-up Mack Bulldog Truck—a throwback to the roaring twenties. Some call it the "Mod Suds Hauler." Note the wild Mack hood with protruding injector tubes, over-exposed cab section and the stake bed rear—genuine Mack brewery truck features.

Molded in Pilsner yellow and black with 40 plated parts. Cobra engine-hydro combo, chain drive and Mack transmission, tufted Naugahyde bucket seats, center console with beer steins, barrels and spigot, padded head rests, stein shift lever. Deep dish astro wheels with fat wide face weenies up front and Goodyear slicks on the rear. Old-time railroad lantern headlights. Two barrels included in kit.

Get a Beer Wagon at your favorite store.

Monogram
quality hobby kits

Monogram Models, Inc.,
Morton Grove, Illinois.



MODEL CAR & SCIENCE

Volume 6, Number 2 February, 1968

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THE FIRST HOCCI INVITATIONAL RACE 69
And it was a heart stopper!

ON THE COVER — The Can-Am series was thrilling from start to finish. Forrest Bond was on hand at the final race in Las Vegas, to shoot the action. He managed to "stop" John Surtees halfway through the final corner — something none of the drivers in this race could do! Big John's Lola is displayed in all its glory, beginning on page 52. The giant booster rocket lifting off the pad at Cape Kennedy differs greatly from the graceful fighter plane, yet both are ideal subjects for model builders.

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ARE YOU GOING BALD

Needlessly?

The Terrible Truth Is That Many Thousands Of Men (You Yourself Perhaps) Are Losing Their Hair Forever ... WHEN THEY DON'T HAVE TO!



FOR MEN AND WOMEN

It's a fact. FORMULA 101, a NEW scalp formulation, can stop falling hair that leads to baldness. FORMULA 101 is prepared under the supervision of one of America's foremost physician-dermatologists and was thoroughly tested by a leading medical testing laboratory.

If you suffer from seborrhea, as so many thousands of others do, FORMULA 101 will curb it and stop the falling hair and baldness it may be causing. Doctors say that seborrhea is caused by three germ groups, microbacillus, staphylococcus albus and pityrosporum ovale. These germs attack the sebaceous glands of the scalp and the hair follicles themselves. If you don't do something about it, permanent damage will be done, the hair follicles will shrivel up and the ability to produce new hairs is gone. That means — BALDNESS.

The symptoms of seborrhea are simple and obvious. If you have an itchy scalp of dandruff or very dry or very oily scalp or excessive hairs on your comb, you probably have seborrhea. FORMULA 101 will curb it. If you just sit back and do nothing, you're asking for a bald head.

If you take proper action now, you may be able to not only slow up falling hair, but you can cause new hair to grow faster than the falling hair is dropping out. The result is more hair on your head a year from now than you have today. Why be bald and look older and less attractive if you don't have to? FORMULA 101 will curb seborrhea FAST and it will stop the hair loss caused by it.

The very first time you use this newest of all scalp medications you will destroy the germ organism. Itchy scalp will disappear, infectious dandruff will be gone and your hair will look and feel much, much better as your hair becomes healthier through destruction of the germ organisms. Continued use of FORMULA 101 will prevent return of the ugly **symptoms** and will stop the hair loss it causes. If your problem is the predominant male pattern baldness type, which no product can help, not even amazing new FORMULA 101, all you have to do is return the unused portion and we'll refund your full purchase price *plus* one dollar extra for your trouble. The risk is all ours. You gamble nothing at all. But don't delay. The more you wait, the more hair you may lose. All orders are processed the same day they are received. Only 6.95.

Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss, for which neither FORMULA 101 nor any other treatment is effective.

Notorized Sworn Statement

We are so proud of our FORMULA 101 and so certain of its ability to stop falling hair and prevent baldness as described in this advertisement that we do hereby state in sworn statement before a notary of the State of New York that, to anyone who is dissatisfied for any reason, we will refund the full purchase price, plus $1.00 extra, upon return of the unused portion.

Sworn to before me this 1st day of June 1965

HERBERT A. LEVY

Free samples and literature of amazing new FORMULA 101 will be sent without cost to any doctor, hospital, clinic, or other medical institution concerned with scalp disorder. Please make such requests on official letterhead.

VANGUARD FORMULA 101
Dept. 553-1
333 Old Tarrytown Rd.
White Plains, New York 10603

Please send FORMULA 101 immediately. I enclose $6.95 payment in full. If I am not completely satisfied with its ability to stop falling hair and its ability to do *everything* else you describe, I will return the unused portion for a full refund *plus one dollar extra for my trouble.*

Name ....

Address ....

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If you prefer C.O.D. shipment, send $1.00 with this coupon and pay the balance of $5.95 plus delivery charges to postman.

VANGUARD FORMULA 101 • 333 OLD TARRYTOWN RD. • WHITE PLAINS, N.Y. 10603

model mail



HE DOESN'T DIG OUR NEW MAG!

I buy *Model Car & Science* to read about cars, fellas, not rockets, airplanes, boats, and other junk like that. What's with you guys anyway?

Fred Fairchild
Chicago, Ill.

Fred, meet Jake Wiersema. You two seem to have a difference of opinion. Be fair now, and take a good strong look at our model car coverage. Can you honestly *say you're hurting for new information, techniques, etc.?*

THIS RUMOR IS TRUE!

Oh *please,* guys, tell me that this rumor is true! I have heard that Lancer is going to release HO bodies in clear plastic. Is that true or false?

Eric Stenbaum
New York City, N. Y.

That's true, *Eric! Lancer is releasing a complete new line of HO bodies in clear plastic, for a paltry 30 cents each! And the line includes the following body styles: Lola T-70, McLaren Mk II, Chaparral 2E, Ford GT Mk II, Lola 70 Mk III, Ferrari 330 P/4, Chaparral 2F, Ford Mk IV, and the Ford Mirage. Each one has a set of simple body mounts so you can mount them on your Tyco, Lionel, Aurora, and similar chassis. If this doesn't thrill you HO buffs, we don't know what will! Watch for a detailing article on these great bodies, real soon!*

DETERMINING DECAL AGE

I have found a way to determine if decals are still in good shape. Cut out a decal you don't want, and fold it right down the middle. If the decal is bad, it will crack. If it is good, it will take the bend easily.

Richard Bolicek
Brookfield, Ill.

Thanks for the tip, Dick. A lot of readers are sure to benefit from your idea.

HE'D LIKE TO WIN NOW AND THEN

Being a 24 year old "kid" who has finally been bitten by the slot racing bug, I'd like a little help. First, are there any publications available on the basics of slot car racing? I eventually want to scratch build my cars, as I have plenty of model building experience, and to me, that is half the fun of racing. What I need most of all is a trouble shooting guide. The RTR's which I have modified have all been dismal failures, at best. They either run slow, have no braking, or both, and sound like thrashing machines.

Also, being a stickler for realism, can I build a car that not only looks authentic, but also has the ability to win a race now and then?

Jon Price
South Gate, Calif.

There's a lot of controversy over your last question, Jon, but we're of the opinion that a good scale, or at least "semi-scale" car can be built that not only looks beautiful, but is a winner to boot. But to get to the heart of your problems, we're happy to report that there are two books on the market (with more on the way) that are just what you need. Try "Motor Rewinding for Speed and Power" and "The Complete Book of Scratch Building", each priced at $2.00, and available from Rayline Slot Racing Company, P.O. Box 1738, Thousand Oaks, Calif. 91360. These two books cover each subject thoroughly. Also, they have two more, titled "The Art of Track Building" and "The Rayline Portfolio of Track Designs" that cover the home track design

and construction area completely. Check their ad in this issue. Include 50¢ handling with each order.

YOU'RE A KEEN GUY, MIKE

I just finished reading the mail in the December issue, and there is one guy who really made me mad. That "regular" reader who thinks just because he is a "regular" reader, you should make your mag strictly about cars. Who does he think he is? I am a "regular" reader too, and I think that a magazine is boring without a little variety. Please print this because I would like this guy to know that there are other readers around, and we like the way you changed your mag.

Mike Dwyer
Hastings, Nebr.

Thanks, Mike. Your letter is most welcome, and sums up our feelings nicely.

WHAT GALL!

Boy, did you guys muff up your magazine! Where do you get the gall to print garbage like model railroading, model tanks, airplanes, and rockets? Especially in a magazine called *Model Car & Science?* You can bet your bottom dollar that I will never waste another penny on your magazine. I know you guys will never print this letter, but it sure gets a load off my mind.

Edward Jacobs
Rochester, New York

Don't ever get the idea we won't print letters that oppose our editorial policy, Ed. It's just a shame that you won't get a chance to read this letter, unless you borrow a friend's copy of the magazine. We *can get along without your 50¢ each month, but can* you *really call yourself a well-informed model builder if you don't read MC&S?*

HE DIGS OUR NEW MAG

At first, I didn't like your new "format" as you put it, *at all!* However, I must admit it is getting better every month, and now I even look forward to the rocket and airplane articles. Although I am still (and always will be) a confirmed model car "nut" I am also broad minded, and a dedicated model builder. Your coverage is superb. As long as the bulk of your magazine remains devoted to the model car builders, I think you'll keep us all happy.

Jake Wiersema
Spokane, Wash.

Thanks for the kind words, Jake. More and more readers are coming around every day. We believe we have the best model car coverage of any magazine on the market. The rocket and airplane articles are purely a "bonus" to our readers, and judging from our mail, a popular bonus as well!

NEW PRODUCTS

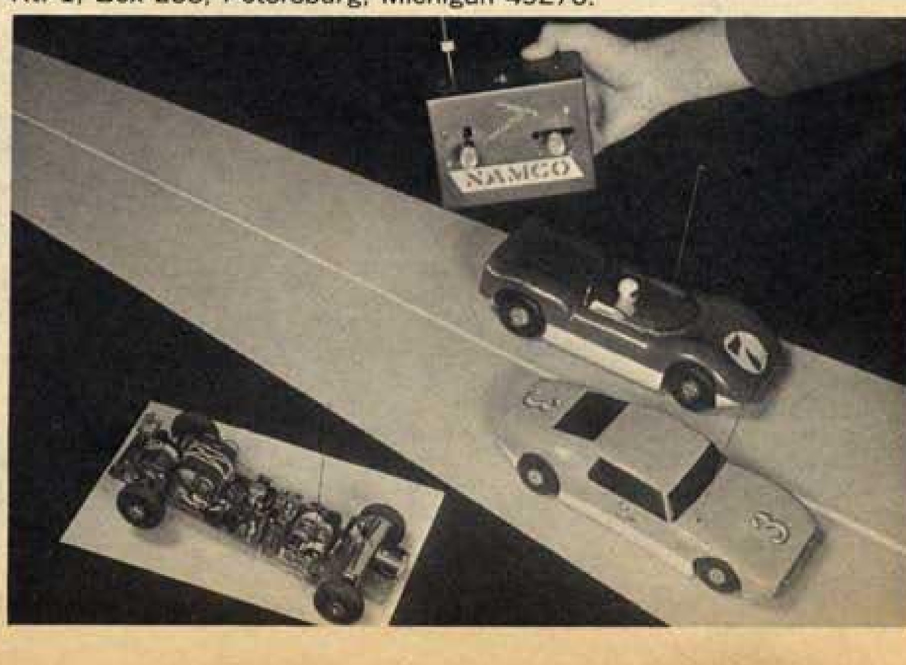


All the parts needed to make your own team champion brass rod frame. This kit comes complete with 8 page instruction booklet for Champion's new Align-O-Jig. The kits, 287A and 288A, are just $2.98 each. Available in most raceways, or directly from Champion, Dept. MCS, 5620 New Peachtree Rd., Chamblee, GA.

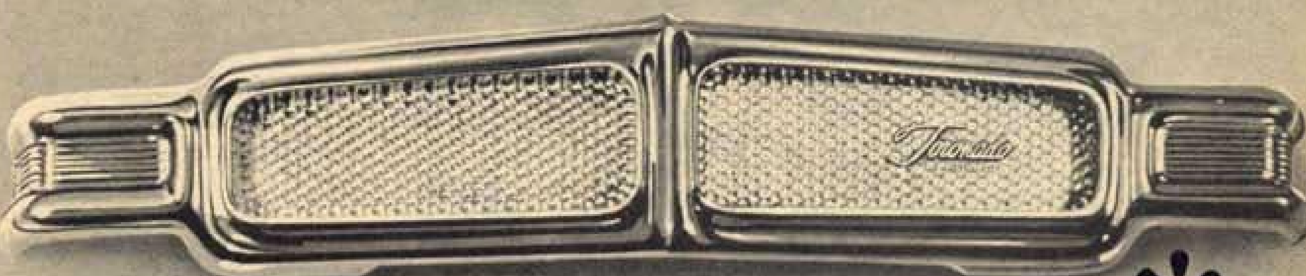


The wildest yet from Monogram! The "Boot Hill Express" is a 1/24 scale replica of Ray Farhner's Show Car, now touring on the national circuit. The machine is basically a 100 year old Wild West hearse! See how wild a custom car can get for $2.00. Available in most hobby shops.

This is no toy . . . but a fully developed, radio controlled and tested model racing car. Six operating frequencies are currently available allowing six cars to be raced simultaneously. This car is available in two body styles — the GT Coupe and the Roadster. The complete set is $99.95 complete, or it can be purchased in kit form with parts. To purchase this kit contact North American Hobbies, Dept. MCS, Rt. 1, Box 255, Petersburg, Michigan 49270.



HAVE WE FLIPPED?



*

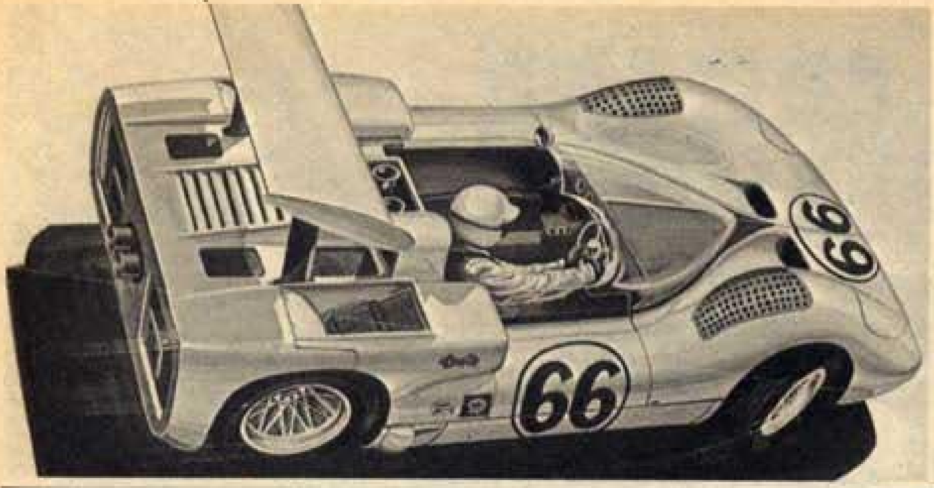
This Piece of Plastic Cost Us Over $2,000.00!

A lot of money to spend on a tiny piece of plastic. But it takes a lot of money, and know-how, to achieve the authentic super-detailing that has made AMT model car kits so popular. After all, what self-respecting model builder wants a kit that isn't authentic? No, we haven't flipped — that's why AMT kits are so cool.

AMT CORPORATION
1225 East Maple Road
Troy, Michigan 48084
The World's Largest Model Car Manufacturer

Slot Cars & Accessories by Dynamic Models Inc.
A subsidiary of AMT Corporation

* '68 Toronado grille. Expensive plastic parts can also be found in other great AMT kits, like the 1968 Firebird, 1968 Ford XL 500, and the Hippie Hemi Dragster.



Everything operates in Industro-Motive's new Chaparral 2E. It's really an exciting kit — 1/25 scale of Jim Hall's Road Racer. The Chaparral has removable rear deck, front wheels that steer, Chevy racing engine, and an operating airfoil, all for $2.00.



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131 So. Barrington Place
Los Angeles, Calif. 90049



Don Edmunds thinks it's perfect! Mr. Edmunds, builder of the original 1/24 scale Super Modified Sportsman is pictured here with Monogram's new kit of his car. This one is really a winner. Ask for PC173. Just $1.50.





A dramatic new concept in gas powered cars from Cox . . . Both the .020 Camaro and the .020 Pontiac GTO are 1/25 scale and equipped with Cox super .020 engines. Bodies are highly detailed and can be operated on driveway, garage floor or patio, or set up for exciting drag races. Just $10.98 each.

ORDER BEFORE JAN. 30 AT $10.00 AND— SAVE $2.50 — ORDER NOW!

Catalogue of

MODEL CARS of the WORLD →



THE CATALOGUE OF MODEL CARS OF THE WORLD is a unique book and is an essential work of reference to all collectors and automobile historians. Apart from listing 7000 models, the contents include features on nonproprietary models, the art of collecting model cars and professional model making. It contains 306 pages size 10" x 8½" with over 500 illustrations including 16 in full color.

The Catalogue lists 86 different makes of diecast metal and plastic scale models amounting to over 4000 made between 1917 and 1967, giving the country of origin, the manufacturer's reference, the type and description of the model, its year of manufacture and its scale — and 88 different makes of model car construction kits listing 3000 models manufactured up to 1967 with similar details.

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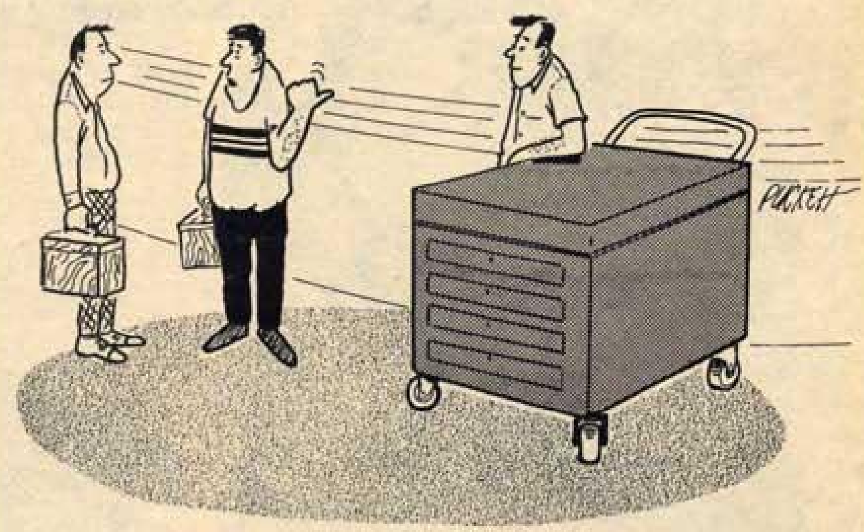
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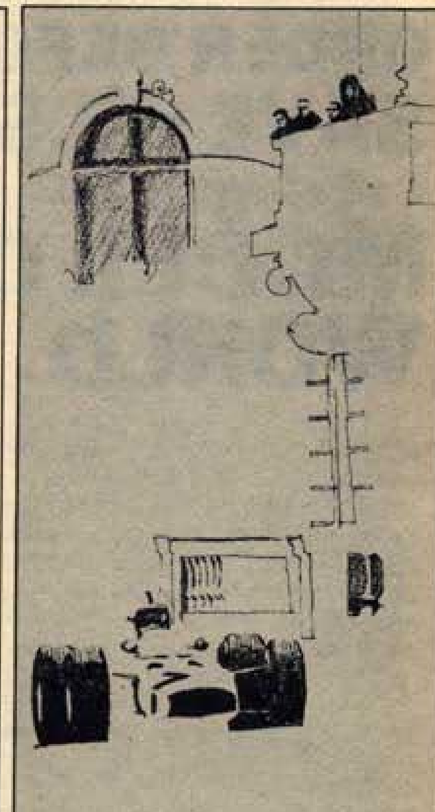
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State   Zip Code

All orders from outside the United States payable in U.S. dollars on postal money order. New Jersey residents add 3% sales tax.



"If you believe money can't buy everything, ask that kid to show you HIS box . . ."





by Mike Crow

The doctors tell me my case is unique. I lost my memory completely many months ago, how long ago being one of the things I can't recall. A big chunk of my life just dissolved — and all because of a slot car race.

According to the medics, I suffered a severe shock which caused me to lose my identity. On a Wednesday evening, Mike Crow finished two laps up on the field in a club race and, figuratively, ceased to exist.

Reconstructing the incidents of that night, I showed up late for the qualifying heats and had no time for practice. My replica of a Ustinov Wildfowl won a spot on the feature race starting grid after the other three cars in my heat crashed. One of them hit a dummy exhaust pipe that fell off the left side of my Wildfowl, spun, and sent the other two entries over the fence and into the lichen and plastic forest.

My making the feature race was somewhat of a shock to everyone at the club, including me. But considering the circumstances, it prompted nothing more than nervous smiles, the kind you might get by announcing that Wally Dallenbach had become an airline pilot. After all, the world hadn't come to an end. Yet.

The Wildfowl — gold with lime lettering — crouched on the line in anticipation of the 50-lap feature, the dummy pipes back in position via instant epoxy. Surrounding it were a Champion Lola, a Cox Cheetah, and Harold's whatsit.

Harold's whatsit belonged naturally enough, to Harold. It was said to be powered by a rewound Globe motor—seven and one-half turns of a strand of Sophia Loren's hair. The car's center of gravity was about a quarter-inch under the track. Very quick and very low, this car had won seventeen straight features by a cumulative total of 710 laps.

So, the race would be for second place. Actually for second and third places. Harold was a cinch for first, and I had indisputable rights to last, past performance bringing certain rights.

As the starting flag fell, a small cloud of smoke came up from Harold's whatsit. The room was filled with the unmistakable odor of burning hair (with just a touch of oregano). In eight seconds my gold and lime car flashed across the start-finish stripe, leading the decimated field on the initial lap.

My car led every lap! The Cheetah fell back steadily and was out of it early. The Lola looked as if it were straining to keep up, but it too slipped back with each lap. No matter how much the Lola driver tried, the Wildfowl was equal to the challenge and kept pulling away.

There was silence when it was all over. Harold sat in a corner, sobbing softly. (Someone offered him a lock of Sandra Dee's hair, but he just pushed it away and got hysterical.) The Lola driver was obviously shaken. The guy with the Cheetah said some uncomplimentary things about the Cox Manufacturing Company.

As for me, they say that I just stood there for a long time, finally walking out the door without saying a word. I was found several months later as I wandered into a Richfield gas station in West Los Angeles.

The shock of winning had been too much for me. I didn't know my name, remembered nothing of my past, and refused to move up to the end pump. A team of psychiatrists went to work on me, and, aided by the guys back at the club, put the pieces together again.

What had happened, they discovered, was that Harold's burnout had somehow shorted the track. Although I thought I had been driving the Wildfowl, actually I had been thumbing the Cheetah into a predictable (for me) last place. The guy with the Cheetah had been driving the Lola, and the owner of the Lola who was trying so hard to catch up was really driving my Wildfowl. The more he tried, the farther back he got!

After everything had been explained, I realized that Mike Crow had not sold out. My faith in the losers of this world was restored, despite the Boston Red Sox and Warren Beatty and even Avis. Losers aren't supposed to win pennants, produce hit flicks, gain in sales, or win slot races. When the losers win, who can a guy trust?

Well, here I am back in the wake of things. As always, I'm braced to make the effort. We in the back of the pack try harder. Dedicated. Indefatigable. And totally unprepared to handle winning.





Would you believe a hearse drawn by 500 horses?

By Dennis Doty

In the mid-1800 era no one thought of pulling a hearse with 500 horses. Today that is just what is happening, only the "horses" are "corralled" in a Chrysler Hemi engine; and they are pushing the hearse around instead of pulling it. This unlikely combination of the very old and the new is the brain child of Ray Farhner and his son Larry, and it is called the Boot Hill Express.

I think it can be safely said that the Boot Hill Express is the wildest custom to ever hit the custom car shows.

In this new $2.00 Monogram kit you not only get the complete model car, but a detailed skeleton and a marker sign for display purposes.

Detail appears in abundance throughout the entire model, from the roof ornaments to the casket rollers and wood grain. To make a completely authentic replica of the real car will require a little more work than with the average Monogram model, as this is not a model of an average car. However, the extra time you spend in hand painting the details, which are molded into the kit, will result in a model that is a mirror image of the original.

The real Boot Hill Express has an all chrome frame, so we'll chrome ours too. The chrome sheet mentioned is a model airplane item. If you can't get it locally, send 35¢ plus 25¢ postage to Orange Blossom Hobbies, Inc., Dept. MCS, 1975 N.W. 36th Street, Miami, Florida 33142. Ask for chrome plated mylar trim sheet.

Model Accessories Co. has a product called E-Z Trim Foil in chrome for 25¢. However, I have never had the opportunity to try it. Their address is P.O. Box 9874, Portland, Oregon 97242. Write for information.

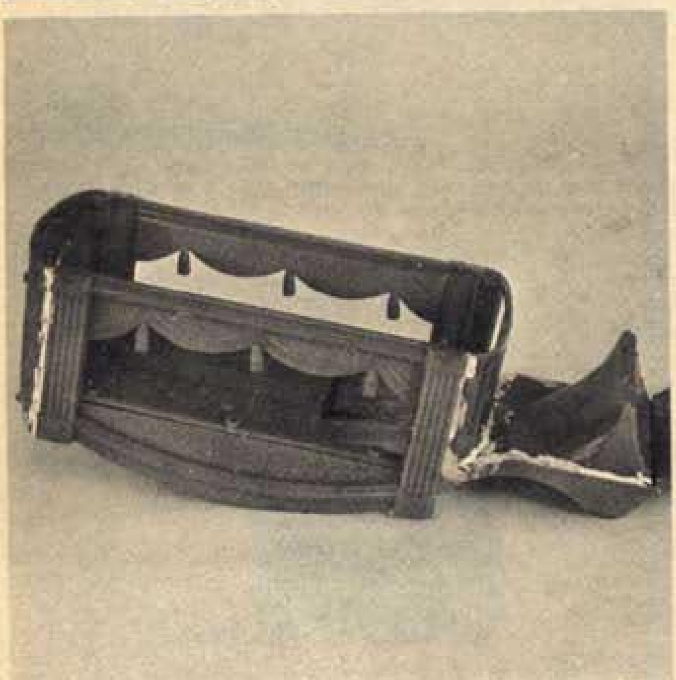
When applying the chrome, do the side rails first, then trim chrome down to the rails with a sharp X-acto knife. Cut thin strips of chrome to cover the top and bottom of the rails. The round spring mounts are the hardest to cover. Cut the chrome big enough to fit completely around the mount. The mylar sheet doesn't take a curve too well, so to keep the sheet on the mount, wrap chrome tape around the spring mount.

A good sharp blade is necessary when installing the contact paper on the floor. Cut a piece that is larger than necessary, and trim it down to size after it has been installed. Use contact paper (mahogany) as it is best. However, before you begin, paint the entire floor silver. After the wood is flat on the floor, as described in the caption, carefully cut out the raised rib portion and around all the coffin rollers. Cut thin strips of wood paper to go around the edge of the floor.

Actual painting of the body is not difficult, although matching the color of the original is. After much experimenting with different undercoats, I found that Pactra's Candy Pagan Gold (about four or five coats) over a gold base was quite close to the original color. Painting the gold on the outside and inside of the curtains and painting the lanterns takes some time, but even with an unsteady hand it can be done.

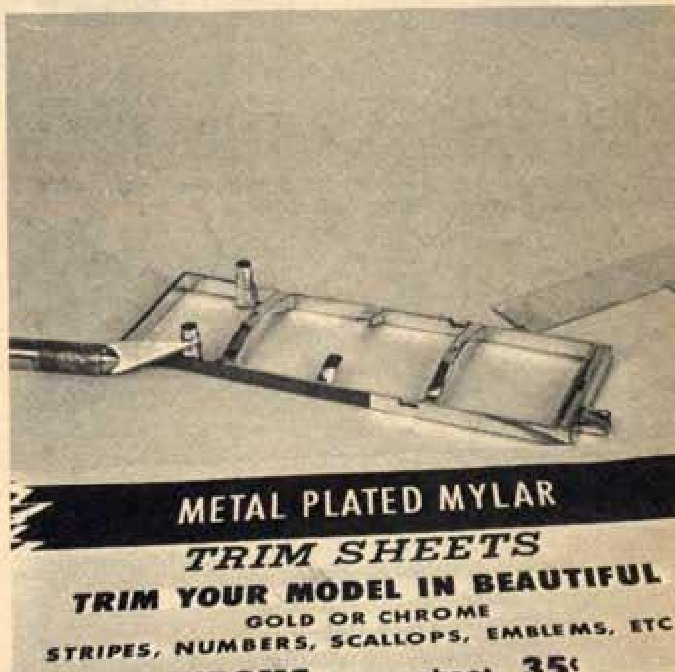
When the model is completed the results are almost staggering. After the model is completed, paint and assemble the skeleton. Then paint in the gun, holster, bandana and bullet details. With the skeleton and marker, your Boot Hill Express can be realistically displayed. By the way, you know this skeleton is a good guy, as he wears a white hat.

THE BOOT HILL EXPRESS



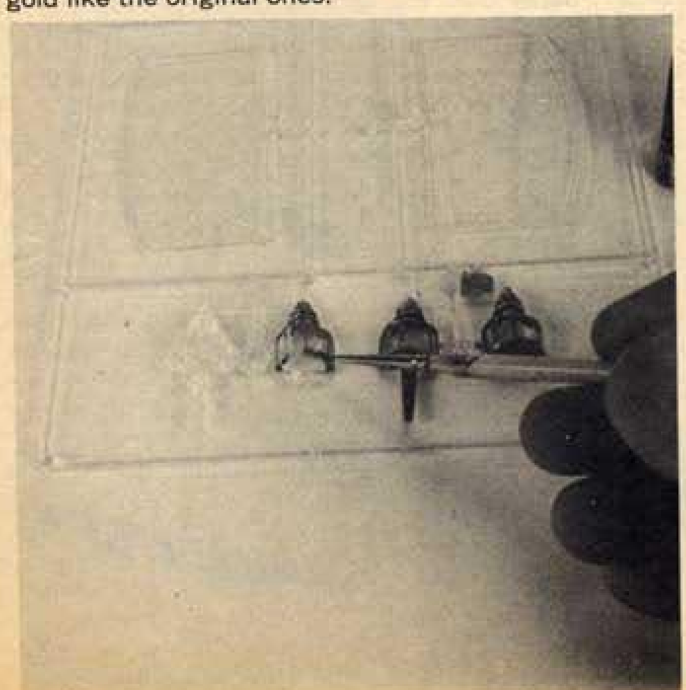
Glue the body together and putty the seams. Sand smooth and prime.

To prevent the paint from filling up the detail in the seats and curtains, mask them off.



Chroming the frame like the original is a snap with this chrome sheet. See text.

The frame work on the lanterns should be painted gold like the original ones.

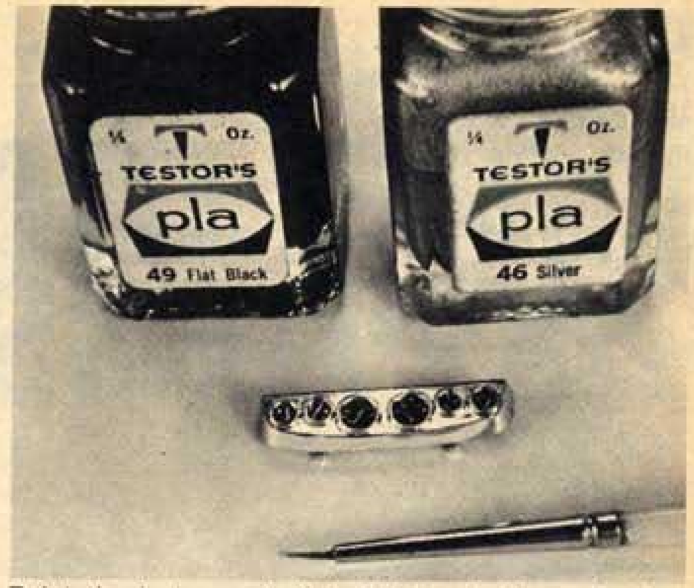


To give the stop lights their brass color spray a couple of coats of candy gold over them.

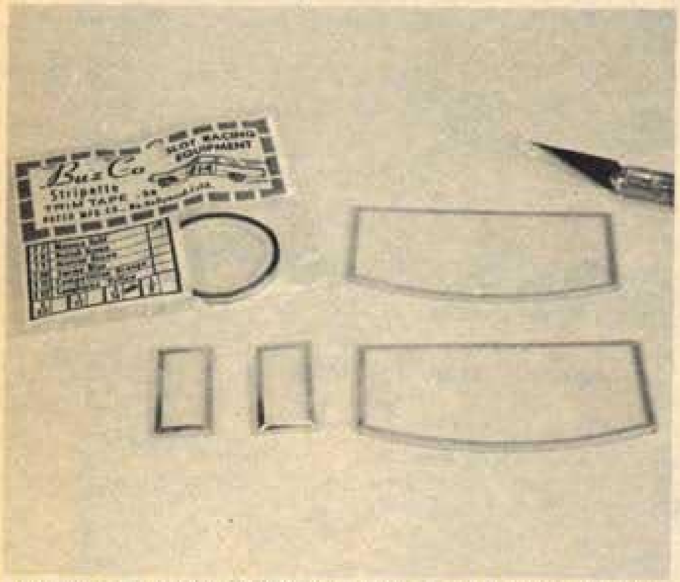




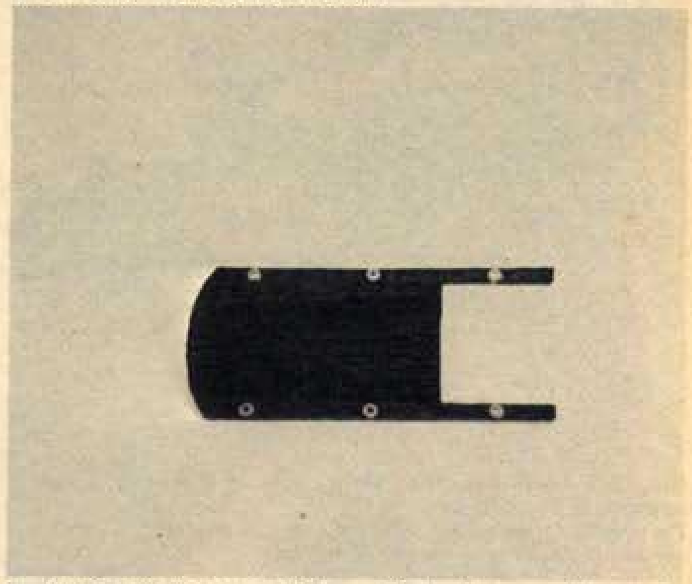
For added realism, paint the wheels with silver underbase. Clear is for protection.



Paint the instrument dials flat black, then paint in the details with a small brush.

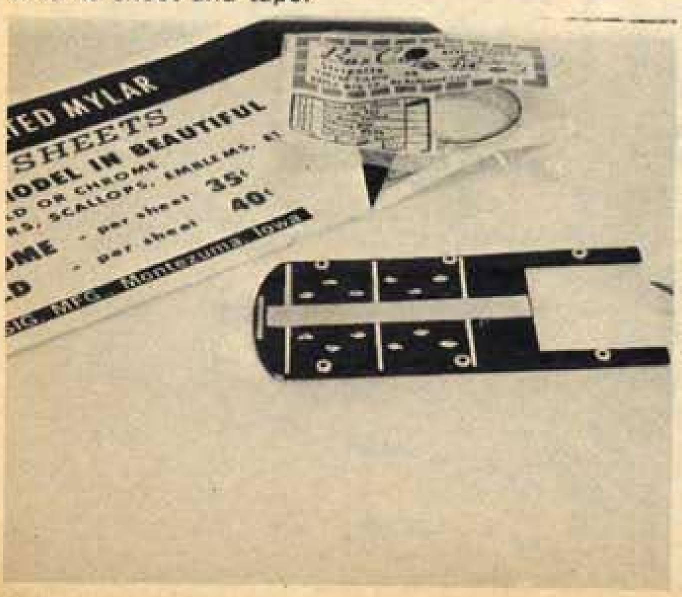


1/16" gold tape duplicates the gold bands on the side and rear windows, and is much easier than painting them in.

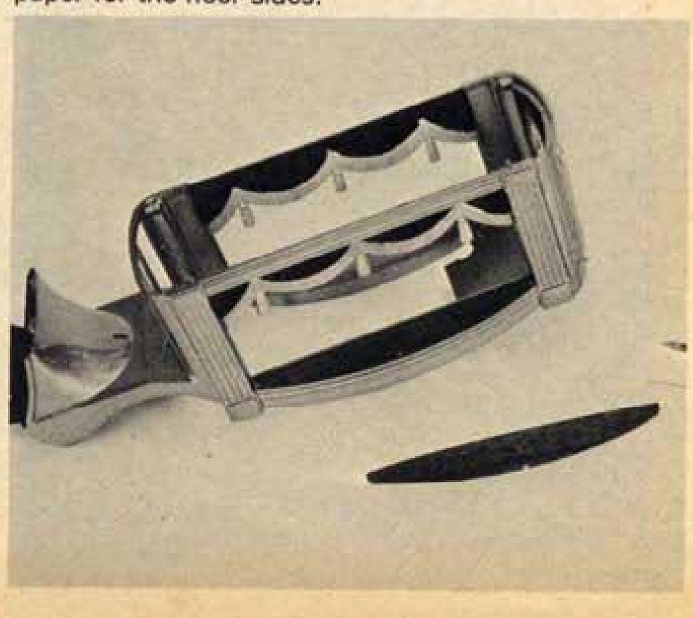


In "laying" the wood floor, first place a piece of contact paper over the floor, then press hard over the rail mounts. With a sharp knife, slice the paper off the posts. Finish laying the floor.

Cut around the coffin rollers then cover the ribs with chrome sheet and tape.

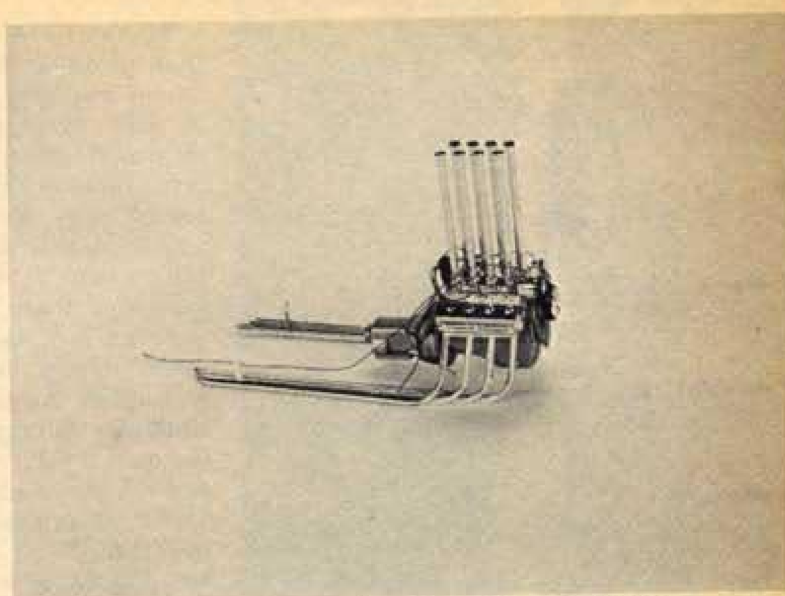


Using the side windows as a pattern, cut the contact paper for the floor sides.

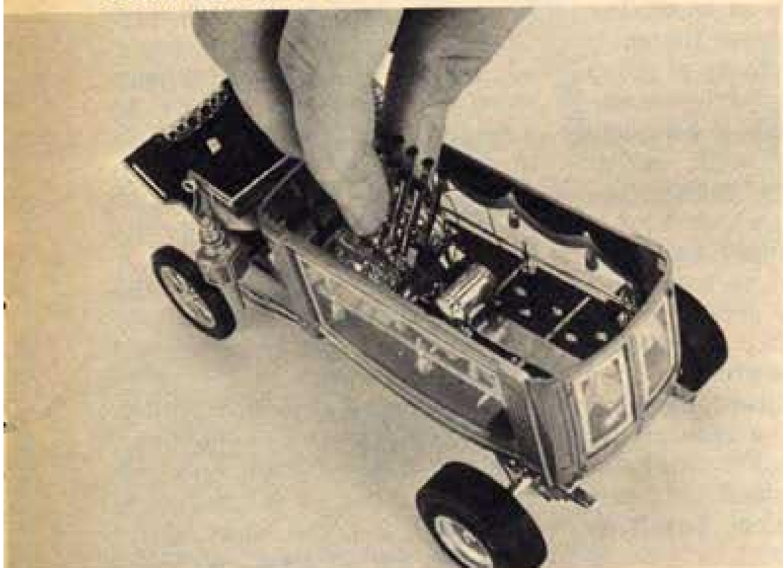




Using your steadiest hand, paint in the curtain detail. Take your time.



For added realism, the engine should be completely wired.

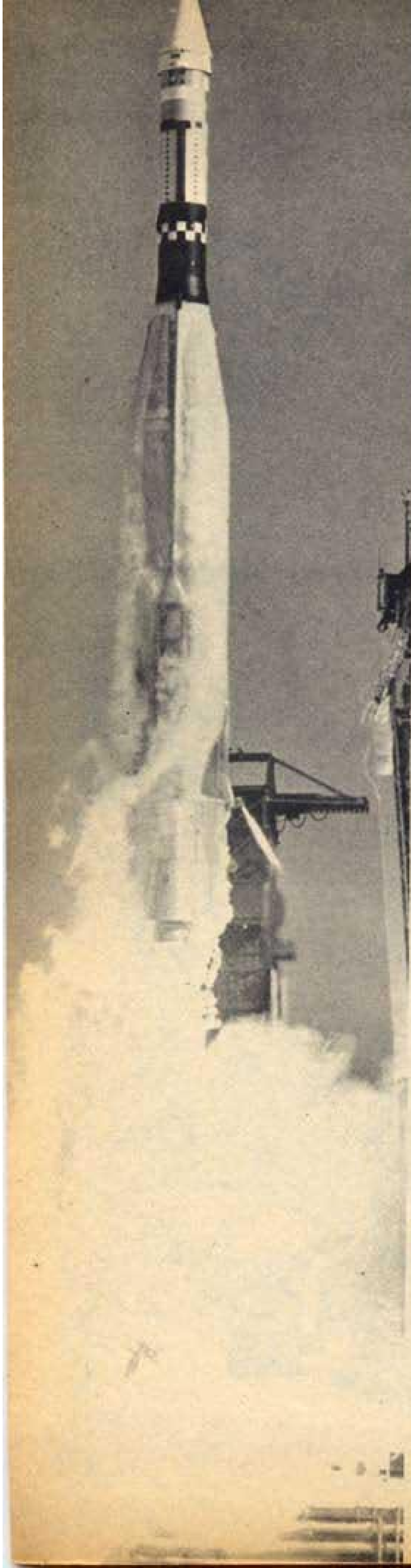


After the frame has been glued to the body, slip the engine in place through the top of the body.



With 500 horses to draw this express, no wonder it's quick!





There are few outdoor hobbies that promise the excitement of model rocketry. From the tons of mail we receive each month, it would appear that most of you agree! The hobby is not really new, having gained importance and a large group of fans soon after the Russians launched their "Sputnik I" in October 1957 to start the "space age". Many of fatherly age remember the same spurt of enthusiasm during the age of the German "V2" rockets near the end of the second World War. Their fathers can no doubt recall the Tom Swift adventure books and the early science fiction of author Jules Verne.

The rocket hobby, then, dates back to the 1920's at least. The big difference between the early model rockets and those of today is SAFETY and performance. Today you can buy a complete model rocket kit with rocket engine for only a *dollar*. The price of the average rocket kit is less than three dollars, and each of the rockets can be used over and over again by replacing the 30¢ to 50¢ engine. The rocket merely floats to the ground under recovery parachutes included with the kit. In the case of the smallest rockets, the engine automatically ejects itself and the lightweight rocket tumbles harmlessly to earth!

The model rocket engines of today are sealed paper and ceramic containers that have been proved far safer than a rifle cartridge; so safe, in fact that they can be shipped through the U. S. mails! Each model rocket manufacturer offers a remote control electric ignition and launch pad that keeps the launch crew a safe distance from the firing pad. Many of the high performance rocket kits will reach altitudes of about a half-mile. The warnings on each set of launch and count-down instructions to "be sure to watch out for airplanes" are necessary indeed!

The prime reason for the safety and performance of the model rocket kits of the present generation is a thorough knowledge of rocket performance and design applied to the model field. As a result, today's high performance rockets are constructed entirely of lightweight balsa wood and treated cardboard. As a result, the kits are quite simple to assemble and the model rocketeer can devote his time and efforts to learning how and why the rockets perform as they do. He can even design and build his own rockets or use existing kits to carry out experimental work of his own.

These pages begin a step-by-step introduction to the hobby of model rocketry by showing the correct techniques for basic assembly of a single stage, parachute-recovery rocket. We used the Estes "Alpha" kit #671-K-25 which sells for only $1.50. If you are new to the hobby, we would recommend the Estes "De-

PREPARE TO LAUNCH

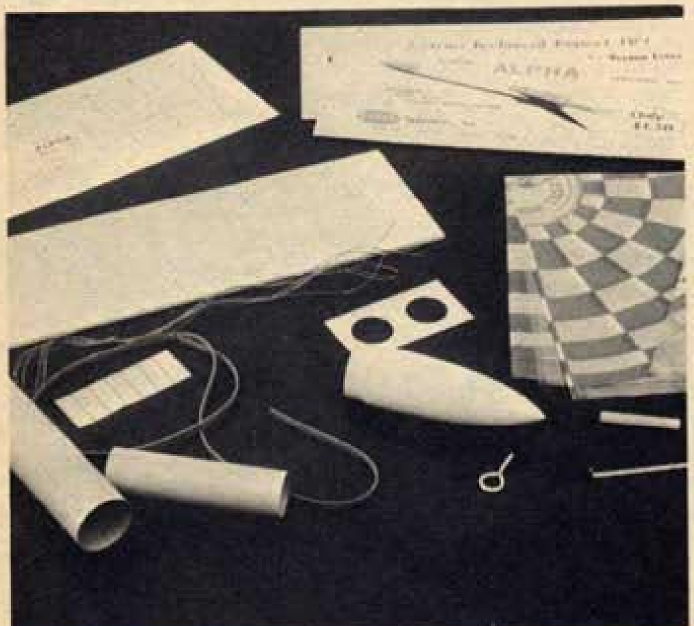
If you've been itching to get into model rocketry, here's what you have to know. This month we'll get the bird ready to fly. Next month the moon!

luxe Starter Special" #671-DSK-77 which includes the same "Alpha" rocket kit PLUS a complete "Electro-Launch" system right down to the batteries, and a complete assembly and finishing kit including all paint, sealer, and tools needed to complete the rocket.

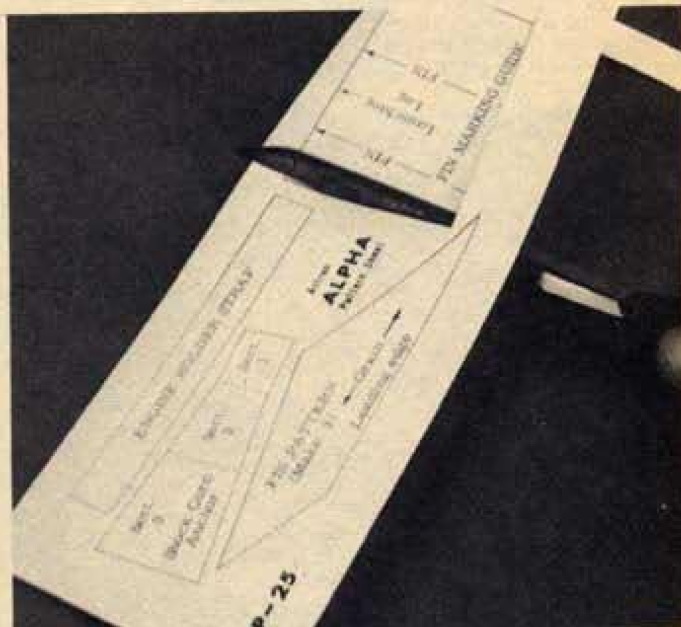
A most informative book, "Model Rocketry," is included in the starter set which gives full directions for building nine other rockets, launch, tracking, testing, multi-staging, cluster engines, recovery, rocket-gliders, and rocket club ideas.

Other manufacturers, such as Centuri, offer similar starter kits which you may be able to obtain from your local dealer. If you wish to obtain the kit direct from Estes Industries, their address is P.O. Box 227, Penrose, Colorado 81240. Send a check or money order only, or send 25¢ for their full catalog.

We'll show you the full technique for pre-launch, launch, and recovery next month. Between now and then you can start work on the rocket itself and check with your local fire department and/or Division of Forestry to see what regulations apply to the purchase and launch of model rockets and engines. In some states, an adult must obtain a permit to purchase any model rocket engine (but not the rocket kit) while others are less strict. For this reason, the model rocket manufacturers cannot always include engines with kits or starter sets. It's really no problem to get the proper permit, but check into your local situation now so you'll be ready for "lift off" next month.

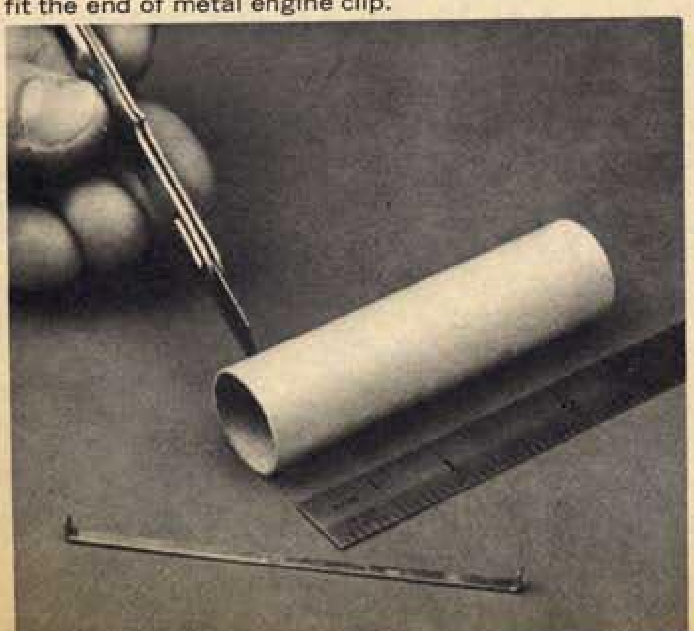


The Estes Industries "Alpha" model rocket is typical of general construction for all model rockets. Kit alone is only $1.50.



Full-size cardboard patterns and parts must only be trimmed along solid lines.

Short cardboard tube is slit ¼" from end to tightly fit the end of metal engine clip.

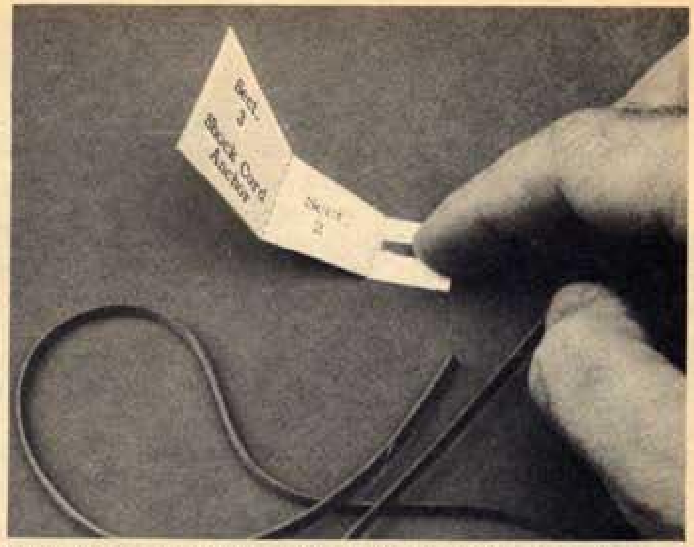


White glue is best for all assembly steps. Glue engine holder paper on after you bend it.

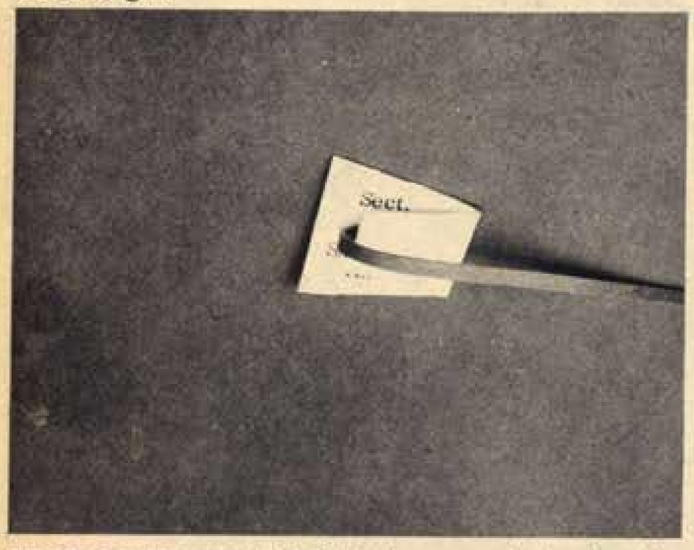




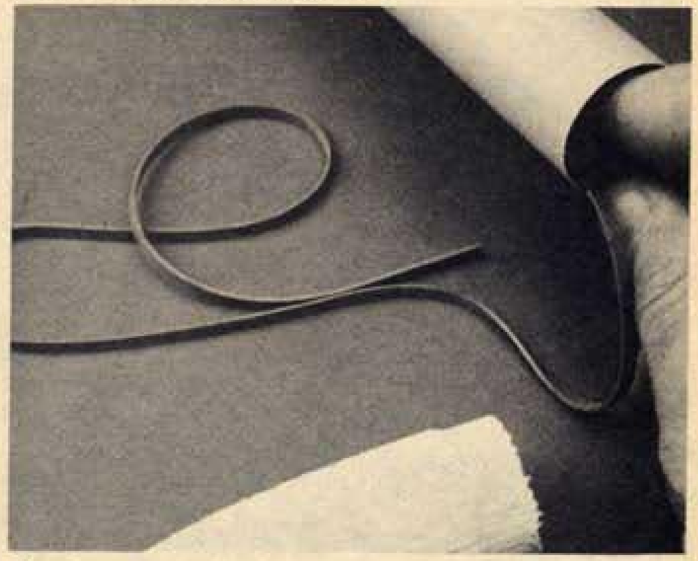
Top ring in photo is cut to allow the engine clip to spring out from surface of tube. Both rings are glued and a fillet of glue added where they join the tube for strength.



Rubber shock cord is part of the rocket's parachute recovery system. It is glued to the paper tab as indicated in Estes' instructions.

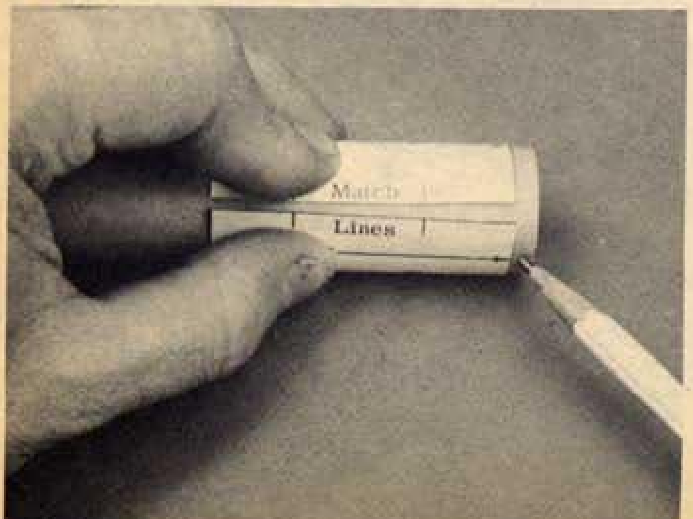


Shock cord paper tab is folded over and glued again to hold it securely.

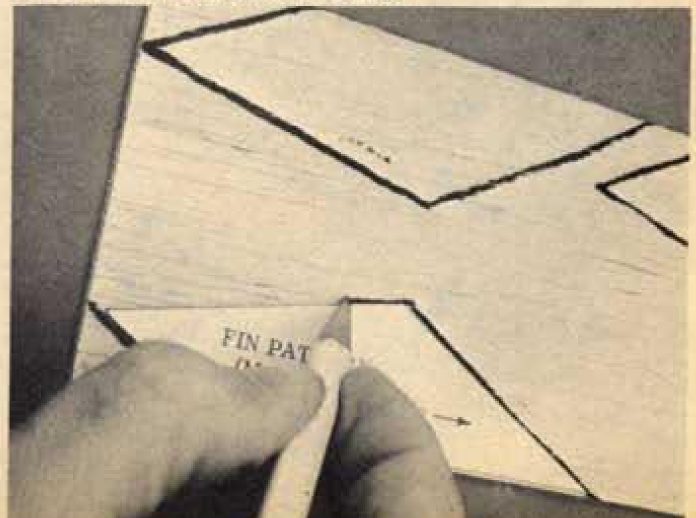


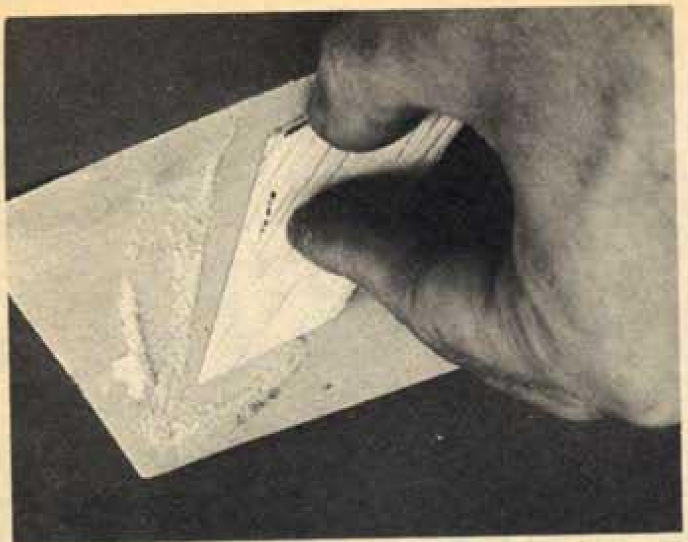
Shock cord tab is glued to the inside of the longer cardboard tube far enough down inside to allow nose cone to "seat."

A paper jig is furnished to allow near-perfect alignment of fins. Pencil mark.



Paper fin pattern is traced onto the balsa sheet with grain in direction of arrows.
Sharp hobby knife makes cutting the soft balsa easy. Use a metal straightedge guide.



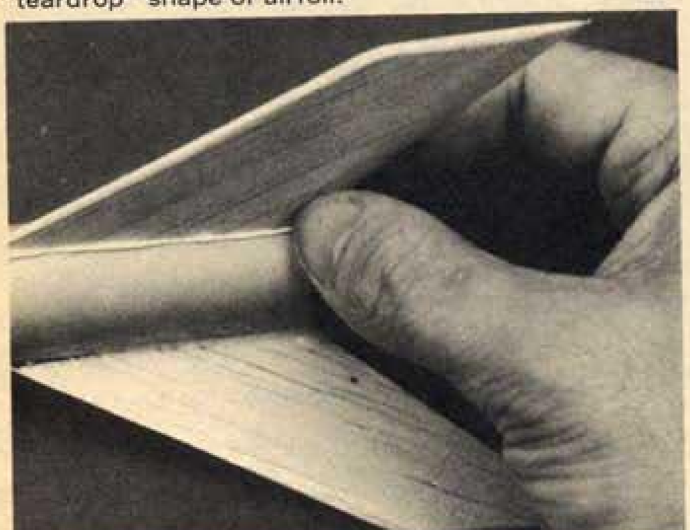


Forward edges of fins are rounded off.

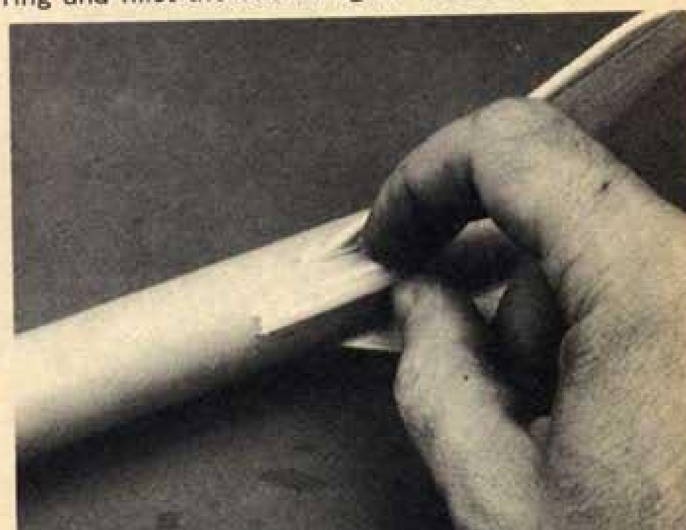
Trailing edges of fins are tapered to give fin the "teardrop" shape of airfoil.



Rocket engine holder can be inserted now that glue is dry on its parts. Apply an excess of glue to inner ring and fillet the outer ring for a secure mount.

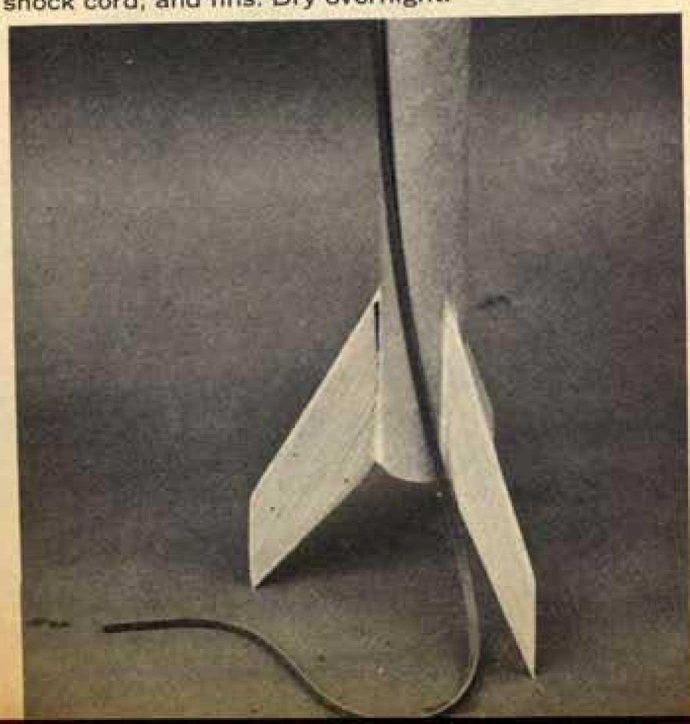


Apply an excess of glue to fin and position it carefully over the aligning marks. Smooth off excess glue to form a fillet on each side of fin and body joint; add more glue to evenly distribute its weight on each fin.



Position launching lug on pattern mark. Secure with much glue and smooth fillet.

Rocket body is now complete with launching lug, shock cord, and fins. Dry overnight.



Apply glue and screw the screweye into nose.





"Hot Fuel Proof" paints such as these by Testor's should be used. Buy sanding sealer, thinner, and two colors of your choice.

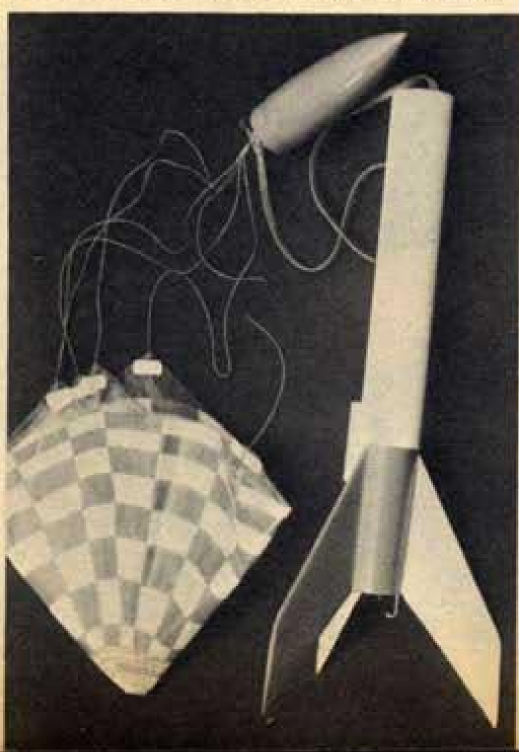
For a metal-like finish, allow about a week's time for painting. Thick coat of sanding sealer on nose and body is first. Dry overnight, sand, and repeat at least 4 times until all trace of wood grain is gone from surface.

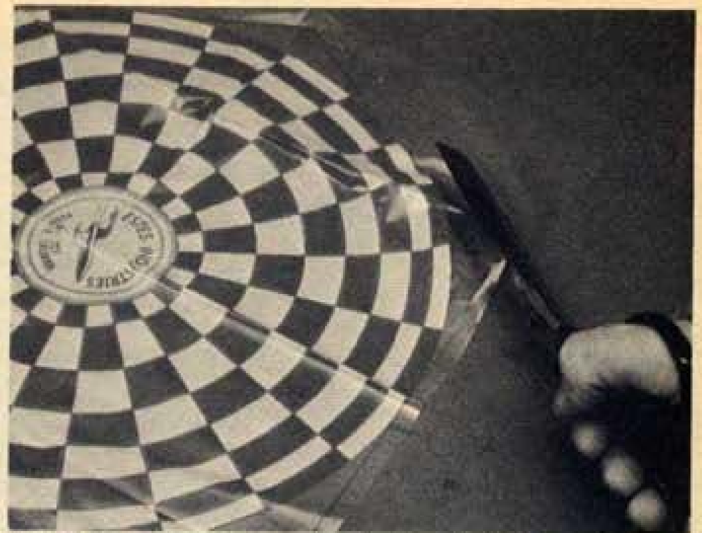
Two coats of color are best, after the last coat of sanding sealer has been sanded down. Nose and one fin are red, balance white.



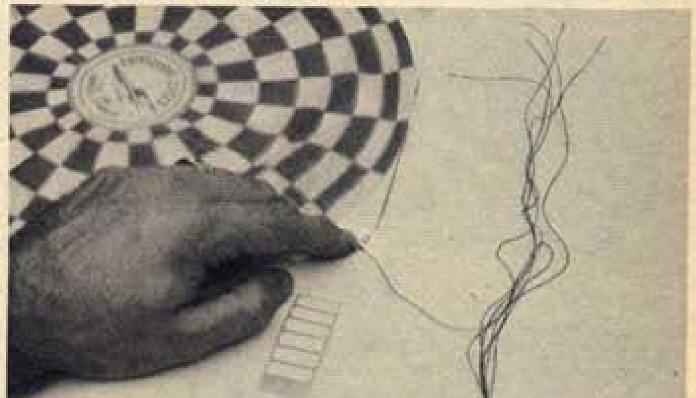
Fold over the six parachute lines so each is 12" long, knot, and trim even.

Tie the knotted end of parachute and free end of shock cord to the screweye on the nose cone.





Use sharp scissors or the hobby knife to cut the parachute on marked lines.

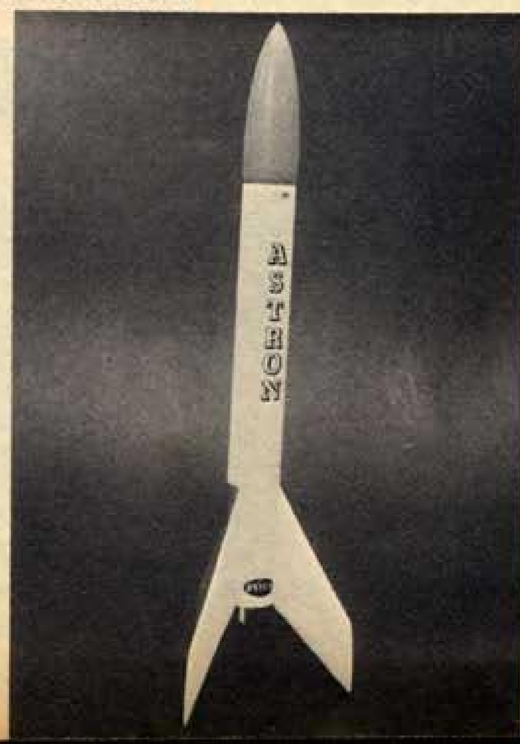


Tape the end of each line opposite the knot to the six corners of 'chute.

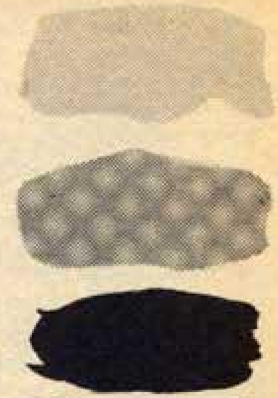
Parachute, its lines, and the shock cord will pack inside the rocket. Exact packing procedure will be covered next month as part of the correct "pre-launch" technique.

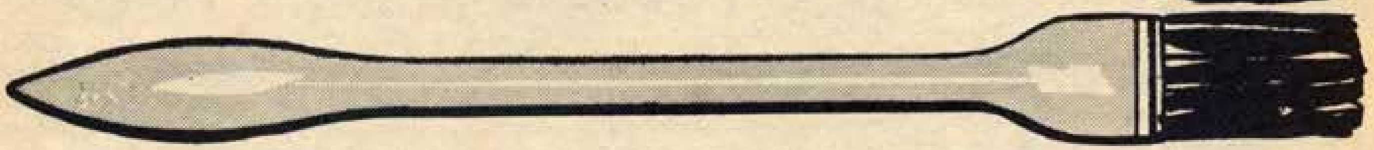
Decals are available from Estes Industries or any model airplane shop to add a more realistic touch to rocket. "Astron" is one of safety-minded model rocket groups.

Lightweight model rocket is ready for the pre-launch and stability tests. We'll do this next month when we fly the bird.



PAINTING FOR PRIZES

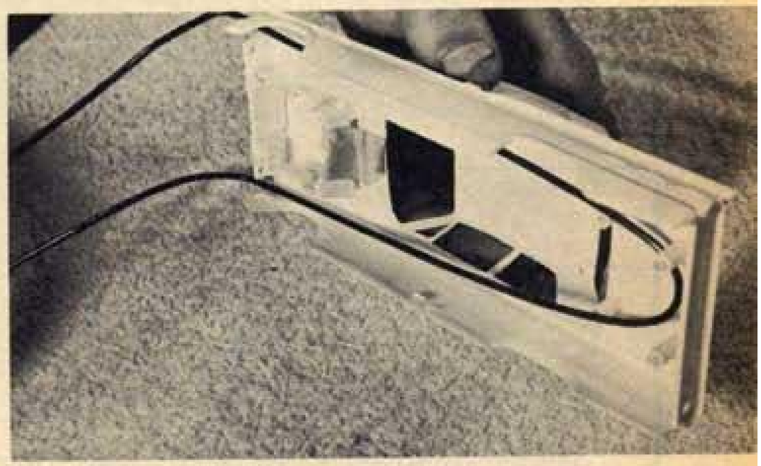




Here's a valuable collection of Painting Tips well worth remembering!



Some small pieces can be left on trees and painted.



Coat hanger is bent in this manner.

Excess primer in door lines and other molding lines are cleaned out with X-Acto knife.



After primer is completely dry sand with #600 sandpaper.



JUDGING FROM MAIL RECEIVED, many of you have had paint problems of one type or another. We hope these tips will answer many of those problems.

Preparation prior to painting is one of the most important steps in achieving a good finish in a paint job. This cannot be stressed strongly enough. When all body work is completed, a preliminary sanding of entire model with #400 wet and dry sandpaper should be done. Body is then lightly washed and thoroughly dried with a lint-free cloth.

A coat of primer is now applied to the model. This will show up bad spots not observed after the preliminary sanding. All models should receive a coat of primer, as many imperfections will only show when paint is applied. Bead spots such as pits or cracks should be filled with putty. After putty dries completely it should be wet sanded smooth with #400 wet and dry sandpaper. Remember to use care when sanding puttied areas as putty is a softer material and is cut away faster than the plastic.

After a thorough cleaning, car is again primed and rechecked for bad spots. If body is cherry, and meets with builder's satisfaction, a couple more coats of primer are put on and allowed to dry for about eight hours. Next, wet sand car lightly with #600 wet and dry paper. Be careful not to sand through primer coats. Model is now ready for color coats.

FACTORS INFLUENCING PAINTING

Weather is one of the most important factors in painting. Never try painting when it is raining or if it is extremely damp as there is too much water vapor in air for paint to dry properly. Extremely hot weather hampers painting also. Heat causes lacquers to fog or cloud, and dry too quickly, resulting in a poor gloss. Best paint jobs are achieved when the temperature is between 65-78 degrees. If a spray can is used, bring it to room temperature (for best results) by warming it in hot water. NEVER HEAT IT OVER A FLAME OR ON A STOVE! Alternately remove from water and shake can to make sure paint is uniformly warmed. Always paint in a clean, dust free area, as dirt and dust get into paint jobs leaving pock marks (where paint builds up around dust particles) and spoil the finish.

TYPES OF PAINT EQUIPMENT

A brush is the least expensive painting tool, but it does not necessarily give the best finish. A spray gun or can is best, cost wise. Most colors used on cars can now be found in a spray can. Regular automotive colors, pearls, candies can all be purchased in spray cans at a hobby shop, paint store, or automotive supply house.

Several inexpensive spray guns are now available for model builders. A $4.45 gun is now available at most hobby shops, or may be ordered direct from Auto World, Dept. M-3, Box 961, Scranton, Pennsylvania. Most other types of paint equipment run into a considerable amount of money and should not be tried by beginners as a great deal of practice is needed first. An air brush also gives a very good finish. Another handy spray gun for models is the Binks touch up unit.

PAINTING CANDIES

AMT makes candy colors in lacquer while Pactra's are enamel. NEVER, UNDER ANY CIRCUMSTANCES, PUT A LACQUER OVER AN ENAMEL, or disastrous results will occur. Barris makes a new type of candy paint called "Kandy-Lak." This is a new formula with color and underbase in one mix. It is available in six exciting colors, including Kandy Red, Oriental Blue, Mint Green, Wild Cherry, Pagan Gold, and Tangerine, plus Krystal Klear, in spray cans from: Accessories International, Inc., 2627 San Fernando Road, Los Angeles 65, California. Price is $2.75, one can will do several cars. This mix can be used on models provided AMT's primer is used first and allowed to dry thoroughly. Plastic will not be eaten or crazed if done in this manner. Cal-Custom also makes candy paints in spray cans. It is available at automotive supply houses or by

Chart gives model painter an idea of what colors are compatible. It also shows what upholstery and paint colors go together.

THE DO'S AND DONT'S OF COMBINING COLORS

If your predominant color is to be . . .	a conservative contrast would be . . .		a bright contrast would be . . .		but don't paint it . . .	
Dark Blue	white off-white light blue	silver gold bronze	yellow		green orange black	purple maroon
Light Blue	dark blue black white silver		yellow		purple orange red green	
Green	lighter green silver gray	off-white black	white bronze gold		blue red orange	yellow maroon purple
Black	gray maroon silver light blue	light green bronze gold	turquoise orange red yellow	pink	dark blue dark green purple	
White (or off-white)	gray silver blue yellow	green bronze gold	red orange black turquoise	maroon purple orchid	cream off-white	
Red	(any other shade would be considered a bright contrast to red).		gray silver black white	cream beige tan	green blue purple yellow	orange maroon bronze pink
Yellow	white off-white gray	bronze brown	black dark blue		orange pink purple	red





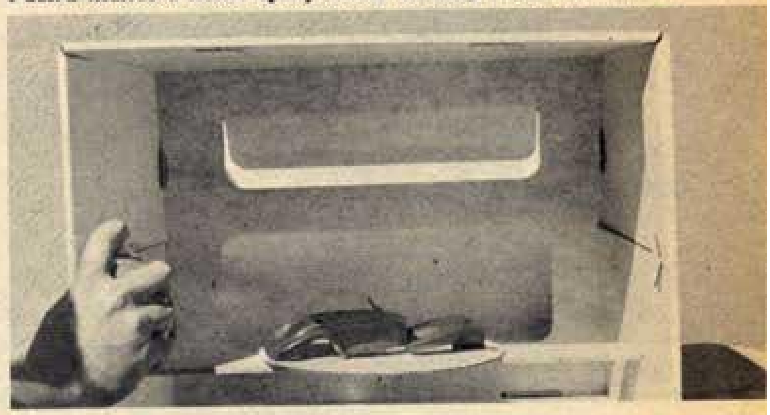
Car should be washed and dried thoroughly after sanding.

Spray can should be warmed for 60 seconds in warm water.

A bent coat hanger is another method of holding car while painting.

A home spray booth can be made out of a cardboard box or Pactra makes a home spray booth to keep models dust free.





ordering directly from: California Custom Accessories Mfg. Co., Los Angeles 47, California. In seven dazzling colors, price is $2.98 per can, enough for doing several cars. Same process as listed for Barris "Kandy-Lak" is followed with the exception that in this case an underbase will have to be used. Different underbases give different effects to candies sprayed over them:

GOLD creates a brilliance in any candy color applied over it. Increased sparkle, reflects a higher percentage of light striking the surface color. It also adds warmth to any color coat.

SILVER underbase tones down the surface color. Produces a "chrome like" effect. Makes surface color cooler in tone values and appearance.

COPPER underbase tends to darken surface color. It offers a warm, rich tone, but less luster than either silver or gold. Adds a feeling of richness to the color.

MOTHER OF PEARL as an underbase will produce a very bright, standout color. Refer to pearl painting in this article for application of pearl underbase.

After car is completely covered with underbase it should not be touched in any way with the hands, as they will leave dark prints that will show thru the finished color coats. If hand prints, or any irregularities are encountered, surface should be repainted as mistakes cannot be spot removed successfully. The secret to a perfect candy paint job is to make sure the underbase is applied evenly (no splotches) since all mistakes will show thru color coats.

After underbase has been applied, model should be allowed to sit in a dust free area for approximately eight hours. Next step is the color coats. These are applied directly over the underbase. Mist on the first coats and remember not to get closer than 10-12 inches from car as candy colors are extremely thin and will run very easily. Let each coat dry thoroughly before applying the next. Last coats are applied a little closer to obtain a high gloss. For a real deep gloss finish, after color coats have been allowed to dry completely, spray on a couple coats of clear.

When paint has been allowed to set for a couple of days it is ready for wax. Any good automotive wax is suitable.

PEARL PAINTING

Pactra manufactures pearl in five shades or another good pearl paint is available from Accessories International, Inc. This paint was developed by Dean Jefferies. By using his special white underbase (1P-15WB) it can be applied without damaging the plastic. It comes in seven colors at $2.50 per can, this is enough to do several cars. Colors available include: 51L Lavender, 52L Lime Green, 53W Pearl White, 54AB Alice Blue, 55P Persimmon, 56Y Yellow, 57G Satin Gold. When using white pearl, car should be painted with a good coat of flat white, several coats may be required to completely cover model. After this has dried, wet sand with #600 wet and dry sandpaper. Make sure not to sand through the white paint. Now spray on the coats of natural pearl. These steps are also followed if natural pearl is to be used as an underbase for candy colors. When natural pearl has dried: Spray on desired candy color in light even coats until desired shade is obtained. When colored pearl is used there are two alternatives: one is to follow above steps if a white underbase is used. Second is to use a color darker than the tinted pearl as the underbase has dried completely, tinted pearl is sprayed on in even coats.

To achieve a real deep luster, after pearl has dried at least a day, spray on two to three coats of clear.

HANDY HINTS

A handy item for spray painting is Pactra's new spray booth. This booth is available through hobby shops as a build-it yourself kit that can be set up for use in a couple of minutes. Booth also keeps paint off walls and woodwork.

For supporting models while spraying, a bent coat hanger fit inside body and is really handy. To do small pieces such as hoods; tape underside to bent clothes hanger. Extremely small parts can be placed on a piece of masking tape on a side which will not show.

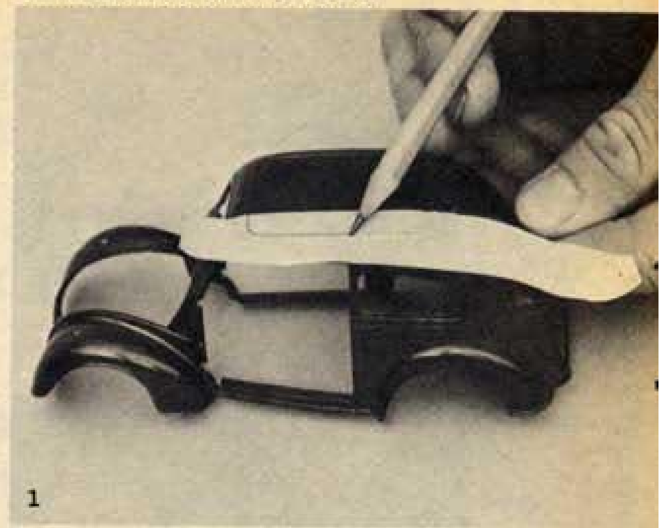
Remember: the most important fact in painting is cleanliness. After sanding, always be sure to wash model thoroughly and wipe dry with a lint free cloth. Always spray in a clean dust free area.

After model has dried overnight, small details such as side chrome trim, window mouldings are painted using a small brush. I have found that Testors small bottle of chrome silver works best and looks most like chrome.



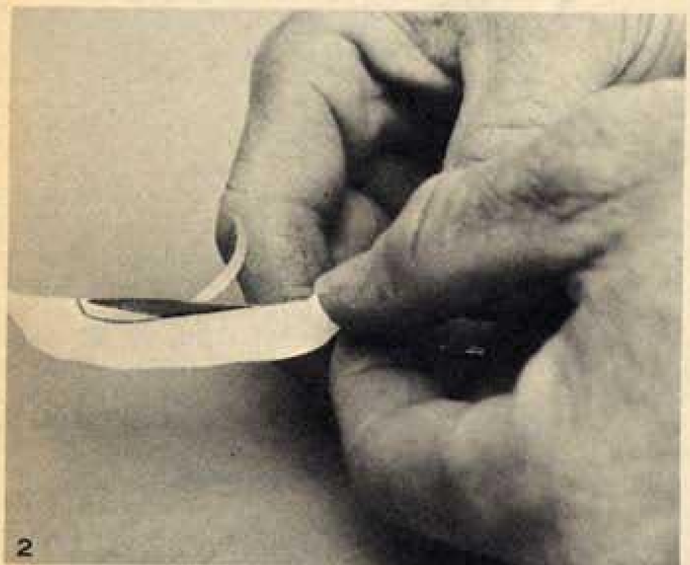
DETAIL FOR REAL

By Don Emmons



1

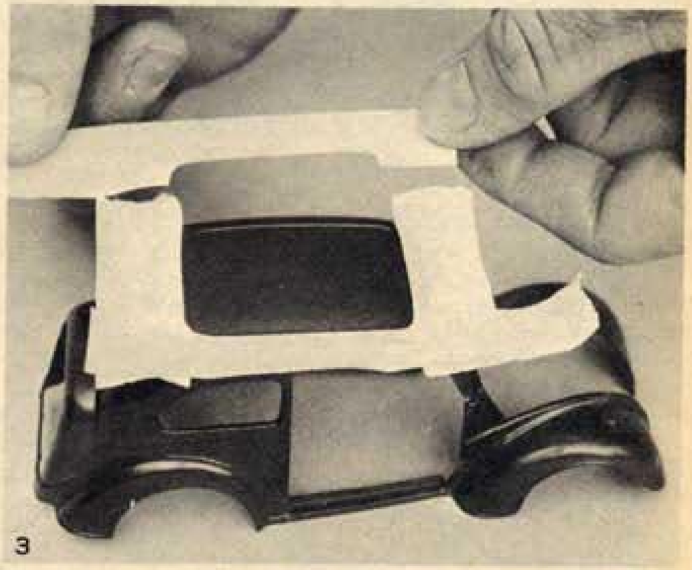
Place masking tape on top of body and mark off high portion of fabric top inset. Make one for each side.



2

Cut out the tape pattern on the outside of lines. Make sure to cut straight lines.

Select a color that will go well with paint job on body. Spray top with a flat color. Here we have a flat black inset for an orange car.



3

Place masking tape strips in place on top of body. Stay to outside of raised area.

Flat colors of paint work best for this as it gives more realistic appearance. Metalflake leatherette can be duplicated by using regular metalflake paint.

4

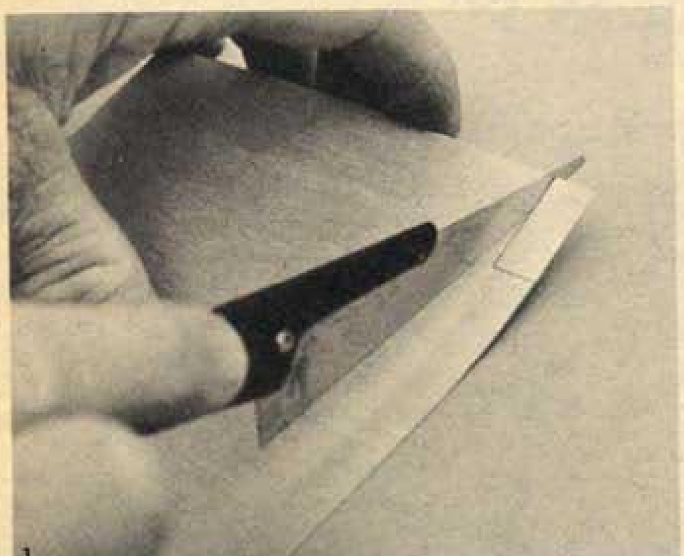


5



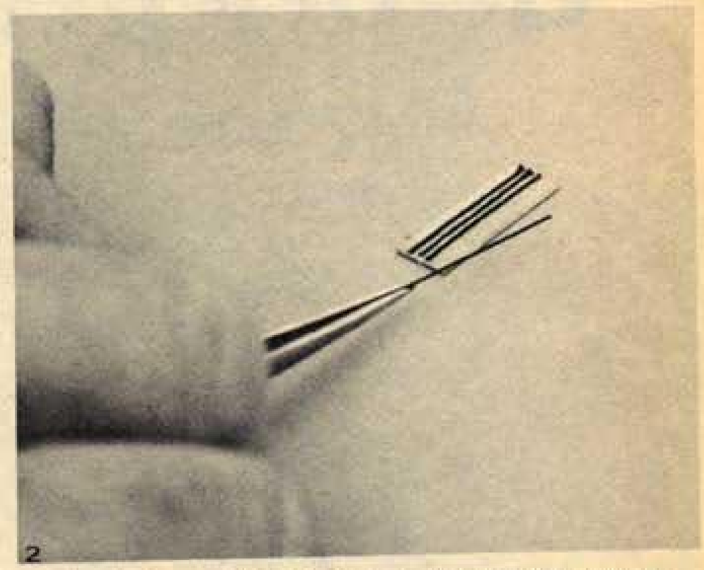


Our street-prepared Anglia is all set to give a push to any dragster. We think you'll agree that the realistic push bar adds an interesting effect.



1

Cut out a small piece of wood ⅜" and 1" from 1/32" of 1/16" thick wood sheet. Hardwood works best.



2

Cut four pieces of thread to represent the rubber strips on a real push bar. Glue the treads to the wood using very little glue.

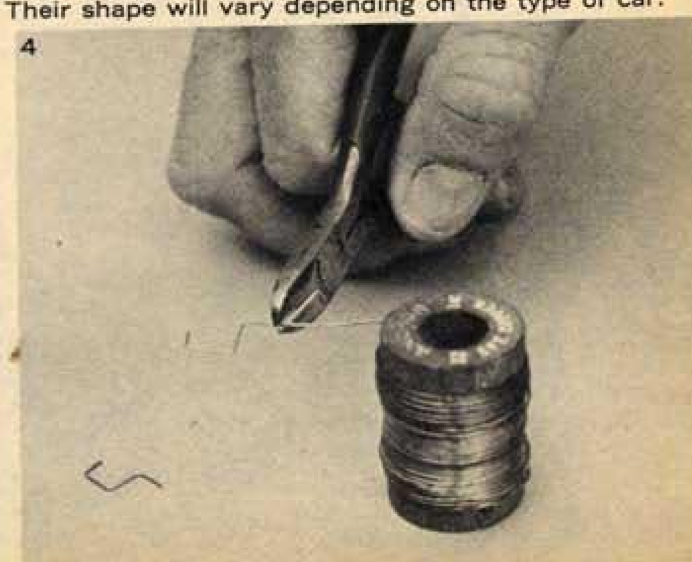
Spray the unit with a clear paint to help secure the thread and give the wood a finish coat.

3



Bend two pieces of small gauge wire for brace rods. Their shape will vary depending on the type of car.

4

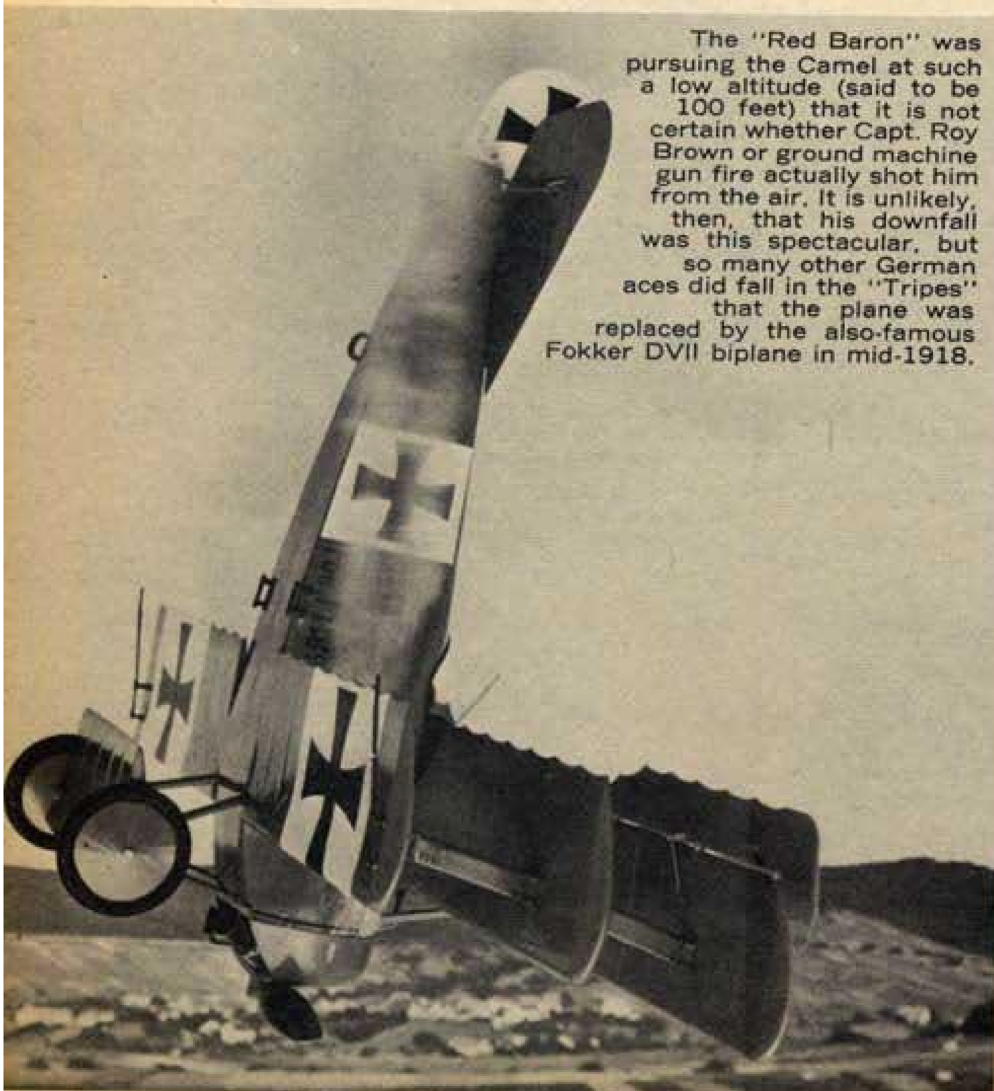


Many of MC&S's readers are intimately familiar with the superb detail of the many display car models with their full interior, engine, and underbody details. Detail just as exacting is available in model airplane display models. Not the fit-in-your hand types, but big 10 inch and larger sized models of the type shown on these pages.

These aircraft are part of a three kit collectors set of World War I fighters by Revell. Other individual kits are also available, from Revell and others, that feature later airplanes including World War II fighters and even the latest jets.

detailing the dogfighters

The "Red Baron" fights again!



The "Red Baron" was pursuing the Camel at such a low altitude (said to be 100 feet) that it is not certain whether Capt. Roy Brown or ground machine gun fire actually shot him from the air. It is unlikely, then, that his downfall was this spectacular, but so many other German aces did fall in the "Tripes" that the plane was replaced by the also-famous Fokker DVII biplane in mid-1918.

The most interesting feature of these particular kits is the wealth of detail that is offered in a relatively simple "out of the box" model. Cockpit interiors, detailed engines that revolve with the propellor just like the real ones, and correctly positioned cables for simulated working flaps on wings, rudder, and stabilizer are included on each of the planes shown. Authentically researched decals provide the markings used on the highly individualized dogfighters of the past by such famous pilots as Captain Roy Brown, Baron Von Richtofen, Werner Voss, William Barker, and Frank Luke. The planes shown are decaled using only the markings supplied in the #G293 Revell Collector's Set of the Fokker DR.1, SPAD XIII, and Sopwith Camel F-1.

Each kit has complete instructions for the correct assembly of the aircraft model as well as special detailing notes on where the various "wire" braces and control lines should be located. These control wires are one of the more interesting details of these ancient planes; relics of the earliest types of flying machines where much external bracing was used to help stiffen and support the wood and fabric construction common to each. Time spent in duplicating these various wires and rods with nylon fishing line will give admirers of your model just one more reason to take a closer look at the other details.

The subject of aircraft markings is almost a historical science in itself, with many modelers spending hours and days looking for the odd or unusual variation on a standard paint theme to set their model apart. Hundreds of books have been published that feature color paintings of correct markings for each of the planes. A review of the reference catalog at your local library should give you at least a dozen books offering different types of paint schemes for the warplanes of World War I. Each is an intriguing bit of history.



Truly large scale models like Revell's series of three different World War I airplanes produce models with detail too big to miss. All 3 in one box less than $5.

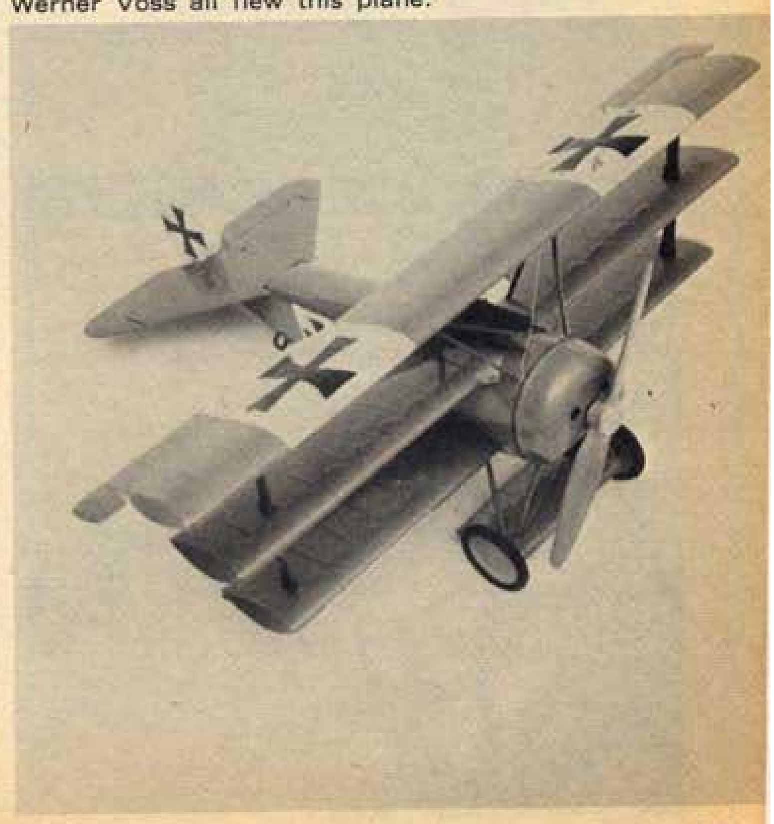


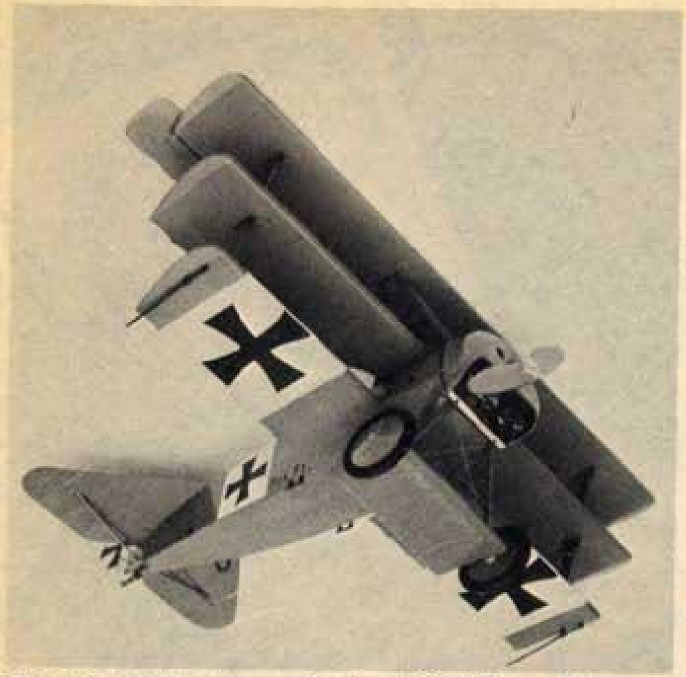
Each kit has authentic marking decals. The SPA Escadrille 48 was identified by markings like these on their SPADS.

The British Sopwith Camel F-1 is a justly famous member of the Revell World War I trio of dogfighters. Kit decals provide exact markings of Captain Roy Brown's plane.

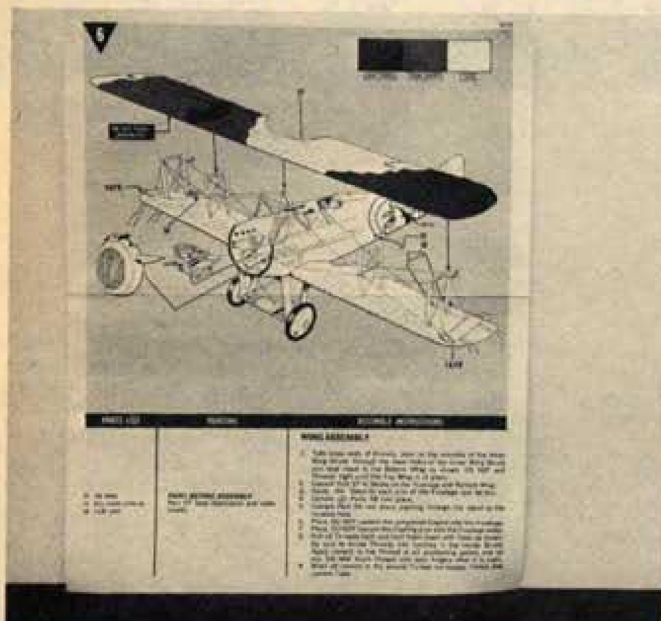


The Fokker DR.1 Triplane is undoubtedly the most famous of all of the WWI aircraft. The German ace Baron Von Richthofen, his brother Lothar, and Werner Voss all flew this plane.



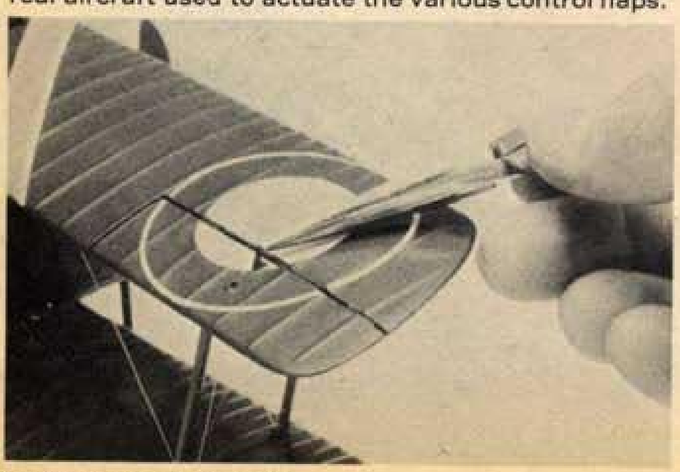


The kit markings are for the "Red Baron's".



Revell has made careful provision in both the kit parts and in their instruction to make the task of stringing all of the wire braces and control rods simple enough.

Tiny arms on top of each wing are the levers the real aircraft used to actuate the various control flaps.



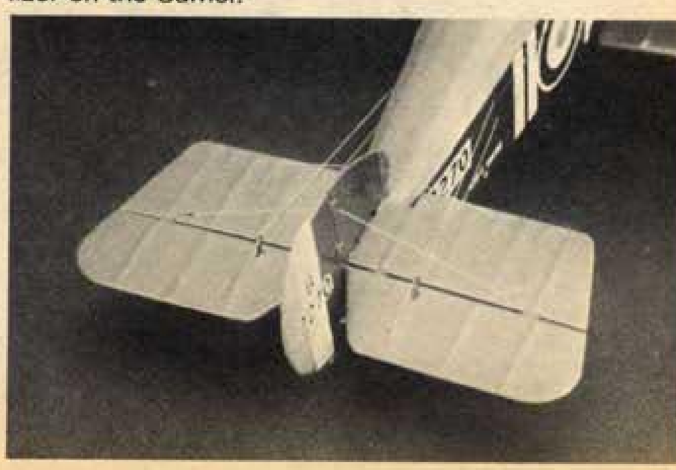


When correctly assembled, the propeller and engine cover can be snapped off to reveal the full engine details.



The most distinguishing feature of the Sopwith Camel kit is the amount of wire rigging positioned exactly like full size.

The nylon fishing line stands out in this view of the bracing and actuating cables for rudder and stabilizer on the Camel.





Paint the propeller tan. Then brush on thin lines of brown using a brush that almost all of the paint has been wiped from. Brown will show up as the "grain" in the "wood" of the propeller.



Complete interior includes every control and instrument used on the rather simple aircraft of the first war. Some ambitious modelers have been known to actually make the controls operate the various flaps!

The Sopwith Camel climbs and banks over the fields of France looking for the flying "Circus" of the German Air Service.



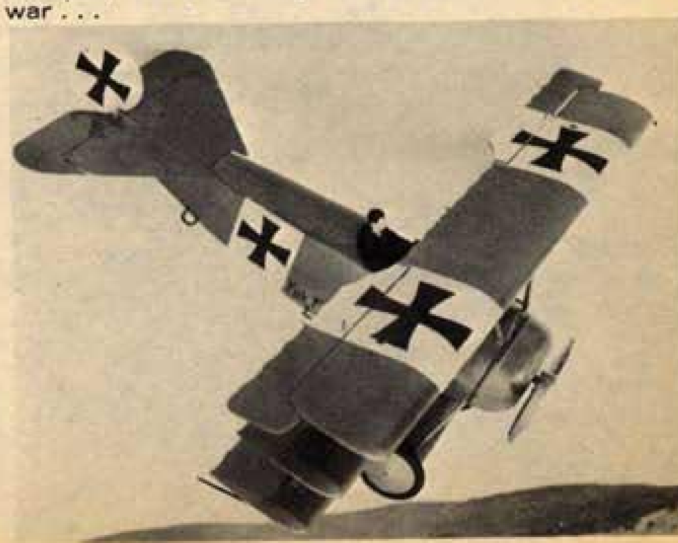


The propeller and engine shroud snap off of the Fokker "Tripe" as well to show off the excellent engine details.



Could this actually be Captain Roy Brown taking off for the Somme river in France with his R.A.F. Squadron 209?

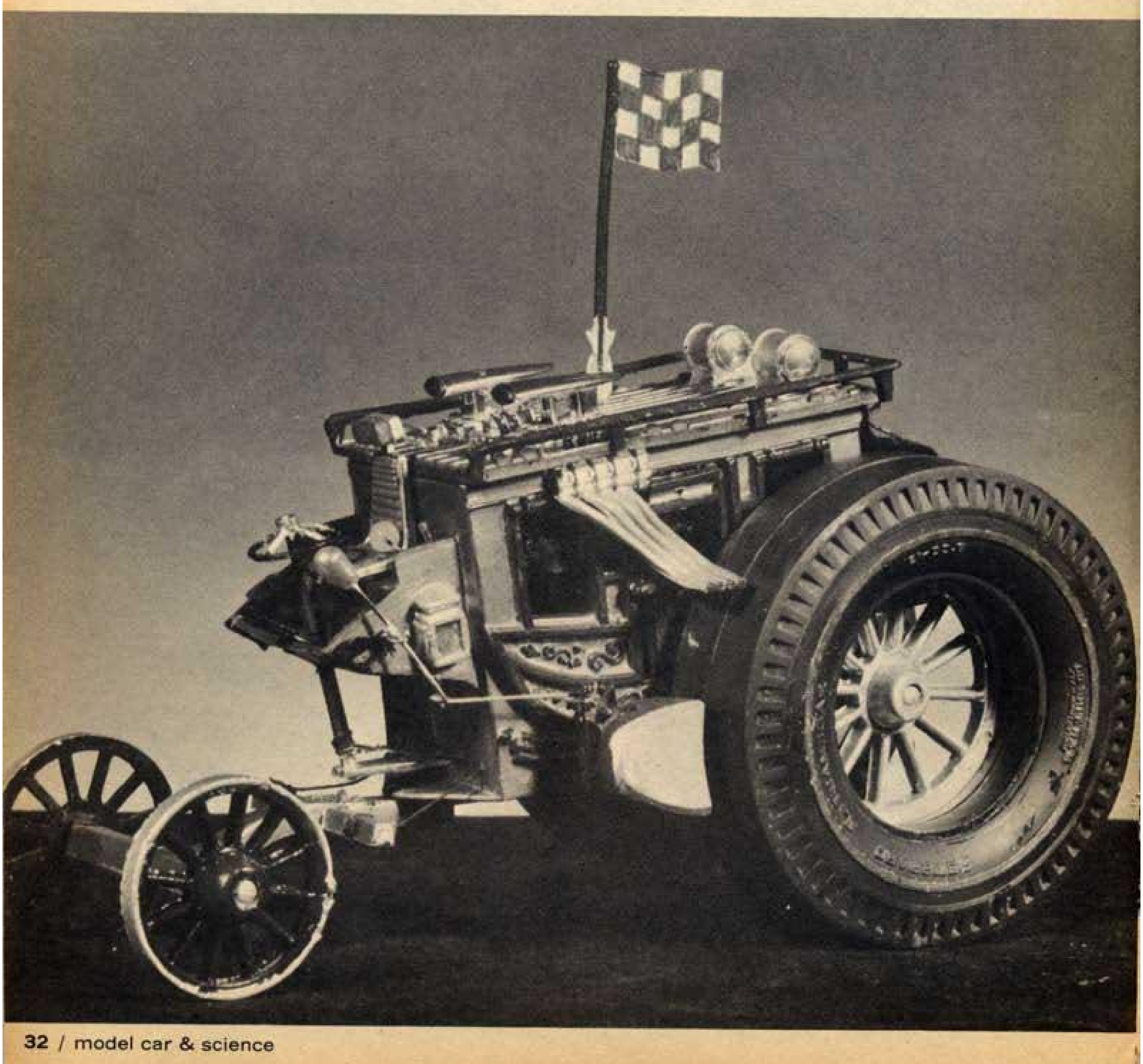
It is said that Baron Von Richthofen was diving to pursue one of the R.A.F. Camels on that fateful day in April, 1918, looking for his 81st "kill" of the war . . .



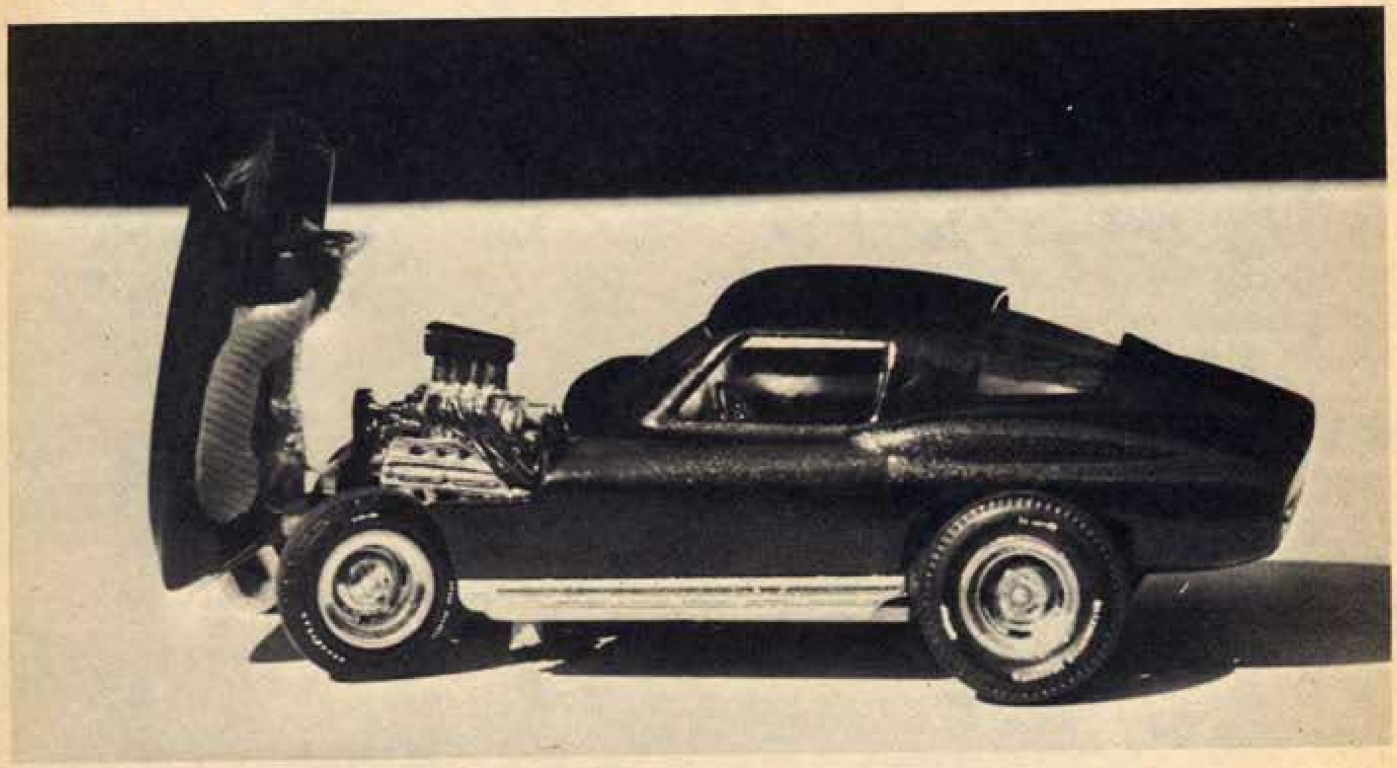
Concourse Judge
Ellen Rose

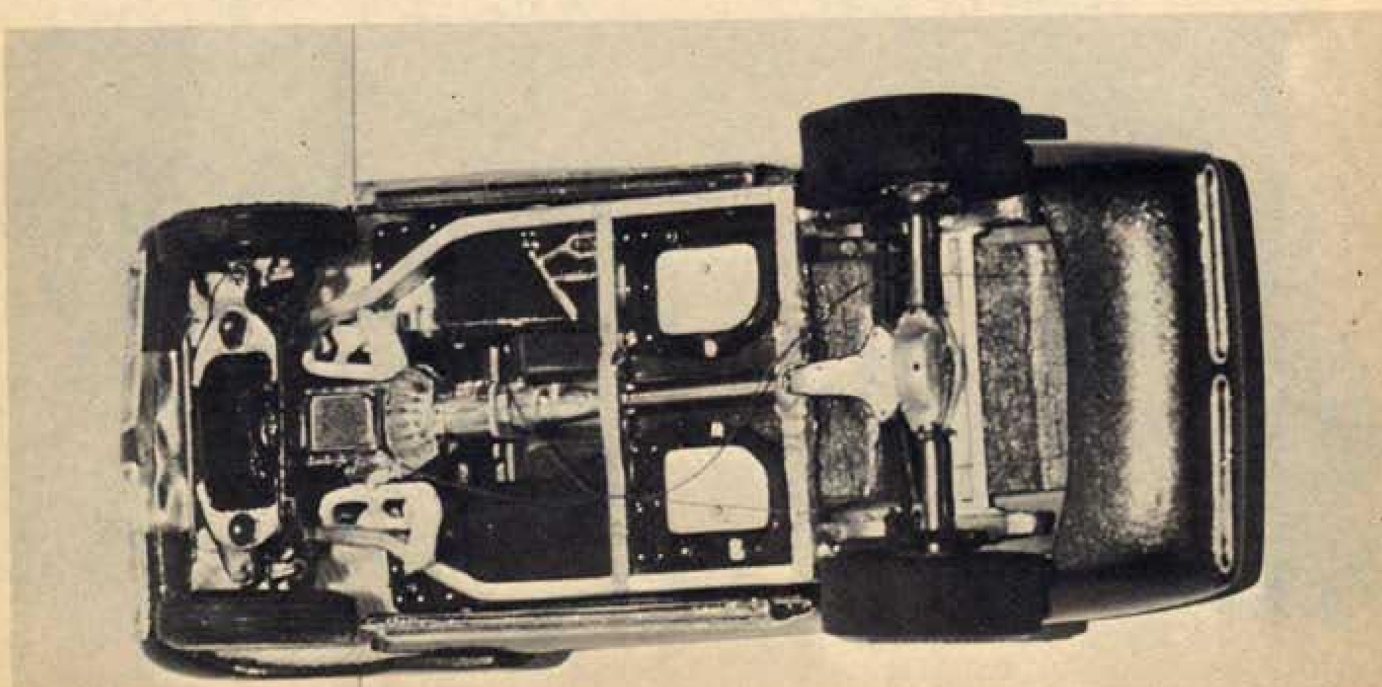
MODEL OF THE MONTH

"The Carriage" won its builder, Louis Patterson, 836 Homewood Avenue, Zanesville, Ohio 43701, our $25.00 Savings Bond this month. This unique entry starting with a toy stage coach and turning it into a drag strip funny car, took over 25 hours to build. The slicks came from a 1/8" scale car, and are fitted with stock plastic wheels. Super-charged engines are fully wired and came from the Predicta. The steering mechanism is worked by use of thread. The brake works by pulling the hands. In addition, the two drag chutes on the luggage help to provide braking. The brake rod and stick shift are round-headed pins. Congratulations, Louis. Your well deserved Savings Bond is on the way to you.



This '66 MPC Corvette was entered by Lynn Henne of Inglewood, California. Dig that hood! It's ala the XKE Jag and it's a gas! The elimination of all insignias and body trim gives the sleek, clean look to Lynn's Vette. The interior has buckets from the AMT GP kit and are black with white yarn for trim. The engine is a Desoto from the L'il Coffin and is completely wired. Patience and five cans of blazing red diamond flake give this car its immaculate look.



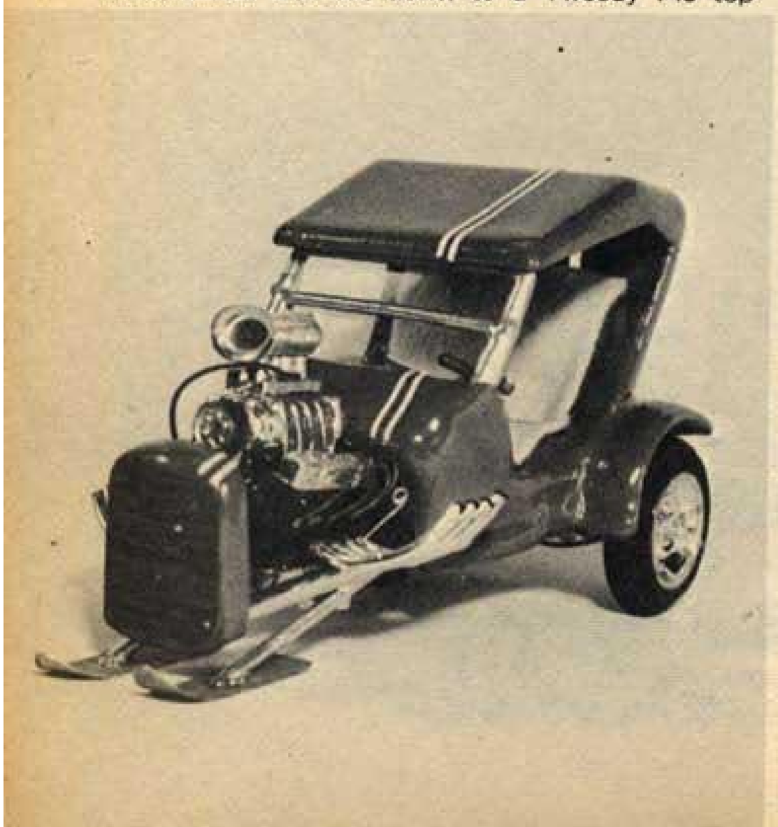




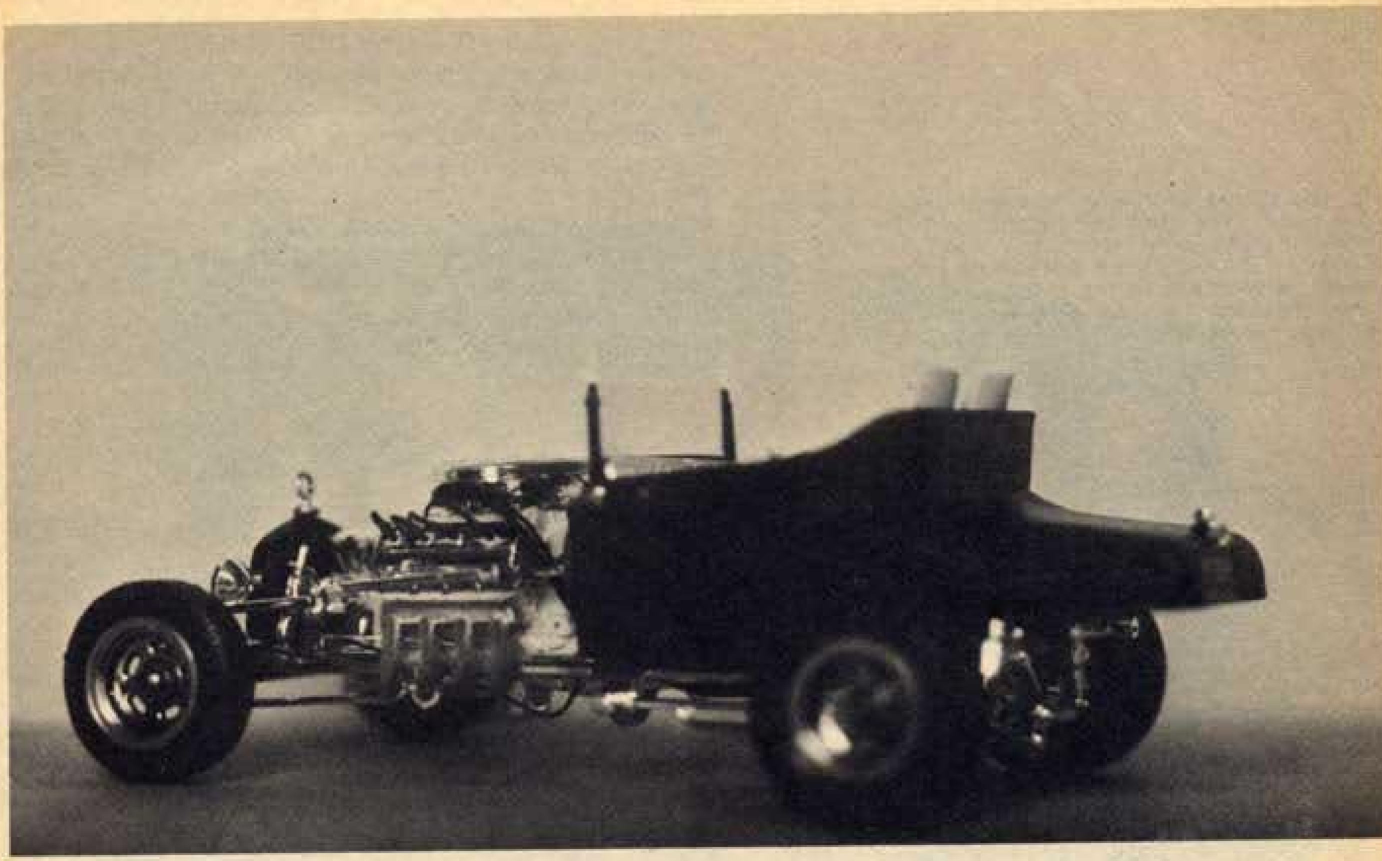


Robert K. Alford of Amarillo, Texas sent the scoop on his 1956 Revell Ford pickup. The front of the truck is entirely freeformed, using a Chrysler 300 grille shell as a basis. The upholstered bed is protected by a scooped lid and contains a complete set of tools, gas can, oil can, first-aid kit, fire extinguisher, spare, and everything else needed in emergencies. The engine is an all-wired 1962 chromed Buick with a blower and four barrel carb. The radiator hose was formed by wrapping small gauge black wire around a large needle. The result is very realistic! Robert upholstered the compartment, the underside of the hood and the bed lid to really make his candy apple green pickup posh!

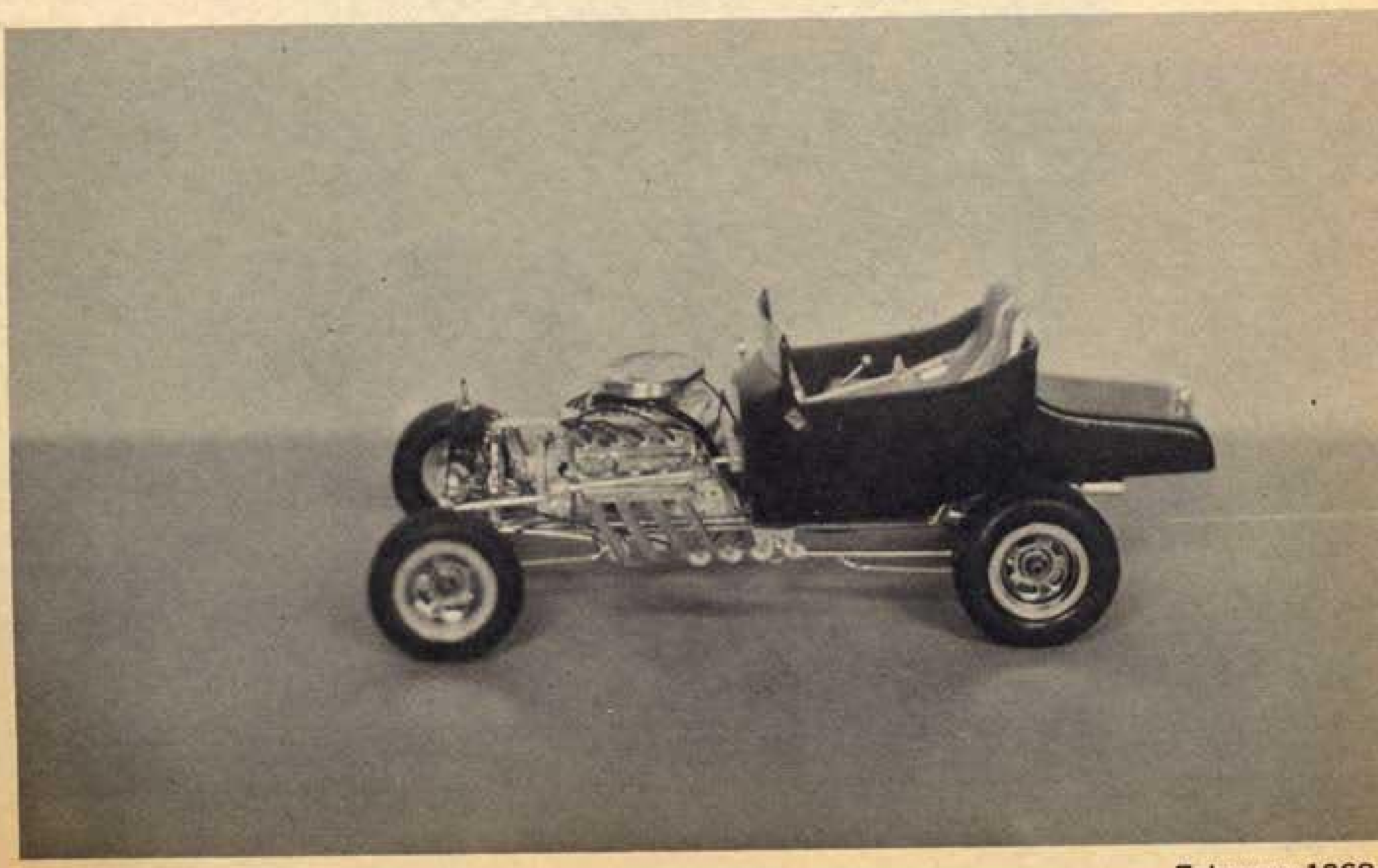
Did anyone see Santa's new sled this Christmas? Robert Hitchcock of Louisville, Kentucky built this unique entry. Powered by a Chevy "427" Hilborne, the body is basically from the Outlaw except for the sides, which are cut down to a Tweedy Pie top molded on with a new rear end. The frame was scratch built. Tires are from a '55 Chevy, along with the chrome reverse wheels and brake lines. What more could Santa ask for for next Christmas?







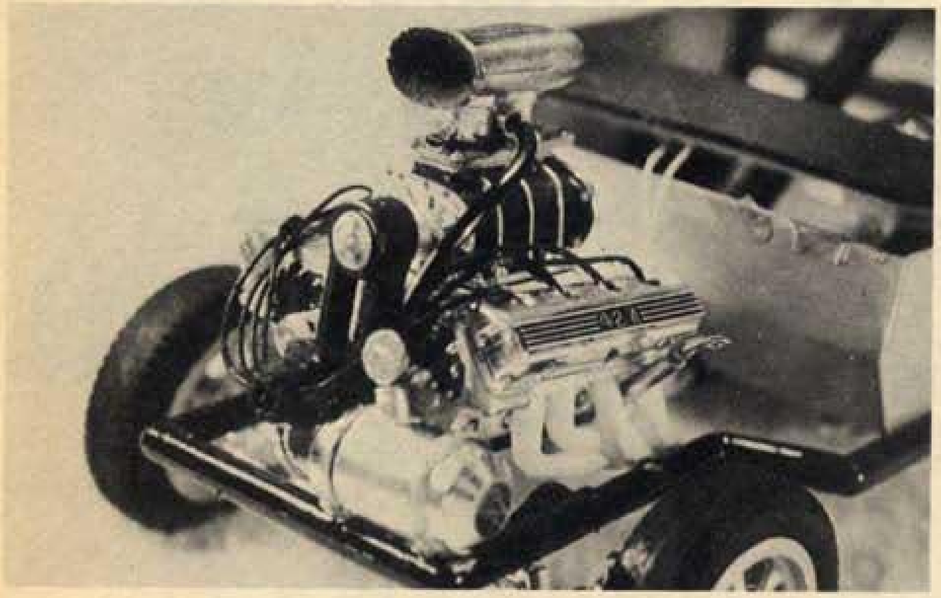
This green velvet upholstered car is Jeff Domes', of Mt. Vernon, New York, and it's a really groovy entry. It was made from a Ford "T" body, mounted on a Revell custom frame. The hemi-head engine is from a '65 Dodge by Jo-Han and is completely wired and detailed including a working dipstick. The car is painted with 5 coats of candy sapphire blue, and even has side mirrors and a new set of license plates.



Lee Biondi of Holyoke, Massachusetts has been busy again. He sent us another entry this month. This one was built from the AMT "Funny Car" Mustang. The car has a parachute release cord and handle, a rear spoiler, and for pure luxury, a hand-made, padded roll bar. Seven coats of Metalflake Peacock were added to make this a really strong entry.

HOW TO ENTER OUR CONTEST

You can enter **any kind of a model** you like (train, plane, boat, car, etc.) so let your imagination run wild! Just send one or two sharp black and white (no color please, we can't use it) photographs of the model, and a brief description of what you have done to it. Remember, other readers are interested in what you have done to your model, so be specific when mentioning the parts that you used. Send to: Editor, MCS, 171 Barrington Place, West Los Angeles, California 90049. Sorry, we can't return photos.





? QUESTION SESSION

Q In the August '67 issue (page 31) you show small tools in a trunk. I've looked in three stores and can't seem to find them. Could you please name a few kits where they might be located. I've been reading your fine magazine for more than two years and I find it helps me a lot, especially the DETAIL FOR REAL.
MIKE LEVIN
No. Hollywood, Calif.

A *There are a couple of kits that contain good sets of chromed tools which are ideal for display, namely the AMT '34 Ford Pickup, and MPC's Chevy truck kit. Both kits should be available at most hobby shops. I am glad to hear you can make use of some of the DETAIL FOR REAL items that I have been showing in the articles.*

Q I would like to know what color paint is used to make "mag" wheels look like real magnesium. I have painted some black, which looks great. Keep up the good work.
MURRAY VAN LAARE
Vancouver, B.C.

A *Yes, the flat black paint looks great on the spokes of the mag wheels. It is simple to make colored spokes on mags. Mix a small amount of Pactra's flat aluminum with their flat black. Both colors come in the 15¢ size jars. After the two paints are mixed together thoroughly, paint the spokes just as you did the black.*

Q I have three questions:
1) How do I go about cutting the two front seats, and part of the console out of the interior of my '67 Corvette Coupe? I want to fit in a scratch-built roll bar and racing seat.
2) What would you suggest for a wild paint scheme for my 'Vette?
3) Where can I get my hands on a double-blown Hemi engine, and a double-blown '53 Studebaker engine? Thanks loads.
MARK SAWYER
Alexandria, Va.

A *1) I suggest that you try swapping with a friend, if you can find one with an AMT '67 Corvette Convertible kit. In this kit, the seats are separate from the interior piece. If you do have to cut the seats away from the unit, by all means, use a jewelers saw. Drill a small hole in the floor in front of one of the seats. Run the saw blade through the hole and then cut the seat area away. You can make a new floor piece from sheet plastic or file card. The racing seat can be glued in now, along with the roll bar.*
2) I think a race car should sport a wild paint job. How about a white pearl car with two candy blue stripes running front to rear. Or, the same pearl white body with a wild red, orange, and yellow set of flames. For the flame job: First, tape the hood to the body from the underside. Paint the entire body pearl white. Cut out a set of flames from wide masking tape. Mask off the entire body, except the front portion, and use the tape that has the flame design cut out. Spray the extreme front of the car with red, then take a pass at the middle with orange. Now give the flame tips a coat of yellow. Practice the flame job on an old body before attempting it on your good model.
3) For the twin engine blower set up, I suggest that you check the AMT '53 Studebaker kit. It has an optional engine with this exact set up already to be glued together. You are out of luck on the '53 Studebaker engine with the double blower set up. The '53 Studey kit has the stock engine, in its stock form.

Q I would like to know if there is any way to get my hands on the model of the Chrysler "Turbine Car". Also, which scale is it made in, Thanks and keep up the good work.
DARREL ANDERSON
Colorado Springs, Colo.

A *The Turbine car is made by Jo-Han in their Gold Cup series of 1/25th scale model kits. You should be able to find this kit at your local hobby shop, or they can order it for you. You can also order it from Auto World.*

Q I have a pair of questions for you. First of all, how do you apply Letraset lettering so it looks like the lettering on the Model of the Month entries? Does AMT's funny car kits include engine set-backs, say about 25%? If so, which kits have them? I value your opinion. Your articles are just plain groovy.
JIM GIBSON
Southington, Conn.

A *The Letraset you are talking about is a great way to do good lettering on a model. I have found it very simple to apply. For you readers who may not be familiar with this type of lettering it is a set of alphabet letters on a piece of wax paper. You simply put the letter you want transferred onto the body, then rub the wax paper. Instantly, the letter is transferred to the body. With the wax paper being semi-transparent, you can line up the letters on the sheet with those already placed on the car. It is important that you rub only over the letter itself. You don't want part of another letter placed on the body, or some of the wax around the letter. None of the AMT funny car kits have the wild engine set-backs that places the engine half-way back into the windshield. But most of the kits do have the wheel wells moved forward. The only kit that has an engine set-back is the AMT Hemi-Under-Glass. And that's a real set-back; the engine is in the back seat!*

ETTE STING RAY



NOW IN 1/20 SCALE!

BIGGER SIZE! MORE WORKING PARTS! GREATER DETAIL THAN EVER BEFORE!

- Two building versions: Stock & Drag car
- Body molded in two colors, plus vinyl parts, clear parts, red parts & chrome parts galore
- Turning wheels
- Super detailed 427 engine
- Working suspension
- Metal springs
- Two hoods, one in clear see-through plastic
- Independent rear suspension
- Two roofs, one in clear see-through plastic
- Both roofs detachable
- Big hollow one-piece stock tires
- Big hollow racing slicks
- Disappearing headlights
- Vinyl floor mats
- Chrome pedals, vinyl safety belts
- Wiring and hoses
- Chrome rocker panels
- High velocity stacks
- Racing headers
- Hurst Mag wheel covers
- Stock wheel covers
- Roll bar
- Drag car water & fuel tanks
- Three-piece steering wheel
- Chrome instrument panel inserts
- Chrome console inserts
- Bucket seats with headrests
- Blue-streak inserts on tires
- Side view mirrors
- AND MUCH, MUCH MORE!



CONCOURSE CORVETTE

Would you believe a giant 1/20 scale, and super detail, all in one package? MPC's big beauty has everything!

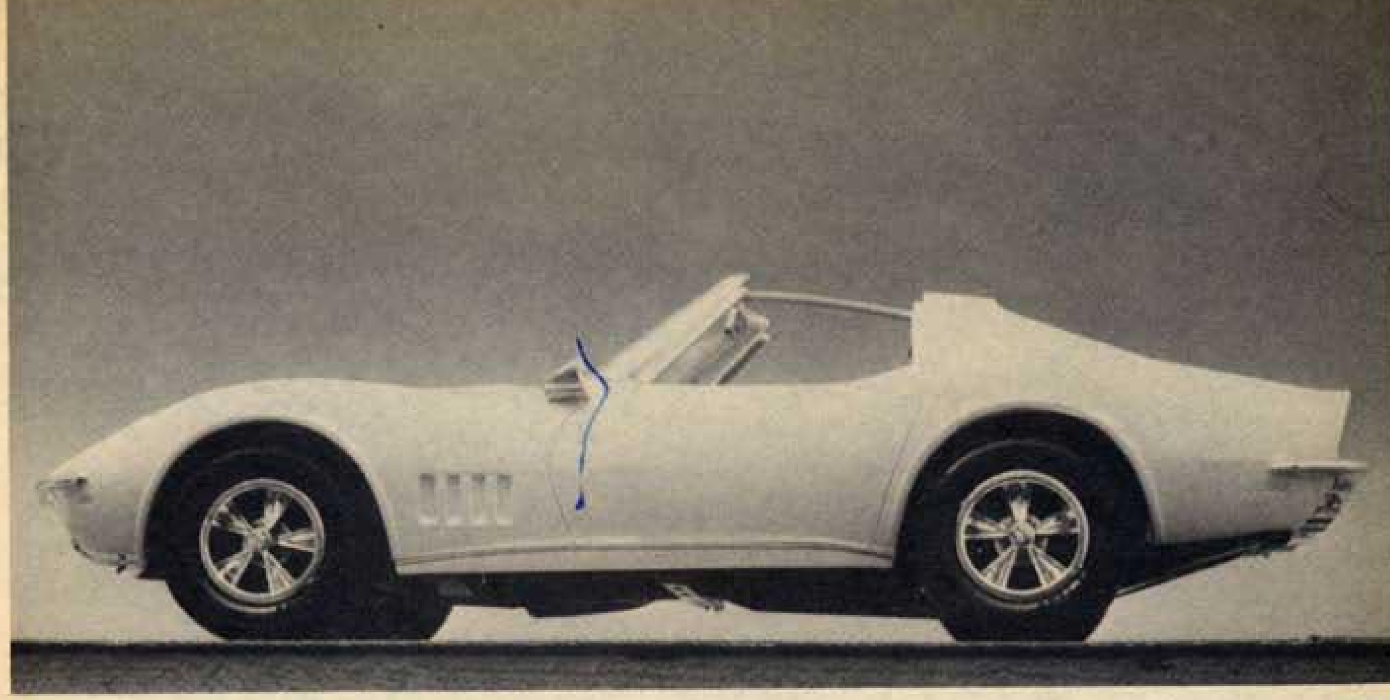
Sensational! There's just no other way to describe MPC's 1/20 scale '68 Corvette "427" hardtop! We've seen some beautiful models, but this brand new $3.50 kit is the grand daddy of 'em all!

1/20 scale offers a lot, to begin with, to the super-detailer who delights in building "more authentic than the real thing" models, since the finished car is just plain larger in overall dimensions. Add to this, absolutely staggering detail, and you've got a static kit that is enough to put any model builder right on the edge of his seat.

The new 'Vette by MPC offers the following: A crisply detailed and defined plastic body shell in "super" 1/20 scale, clear "see through" hood, plastichrome rocker panels, Hurst mag wheels, Goodyear Blue Streak soft hollow tires, body colored detachable roof, clear see-through detachable roof, bucket seats with headrests, side view mirror, stock "427" high rise hood, 3-piece steering wheel, vinyl safety belts, disappearing headlights, metal coil springs, and a detailed engine you just won't believe, complete with wiring, high velocity stacks, racing headers, and a water tank. The decals alone are enough to make your eyes bulge.

The splendid "big size" of this new model makes it easy for younger builders to put it together, yet offers detail by the bushel, for the "old pro" builder. It's truly a kit for model builders of all ages.

There's no use going on. This car has to be *seen*, so we'll step aside and just let you feast your eyes on this beauty. It should be on your dealer's shelves now, so hustle on down there and eat your heart out. But before you go, here's the final word — this kit can be built as a super model drag car, or as a stock "427" Corvette! This car could just be the one to win our "model of the year" award. It's that good!

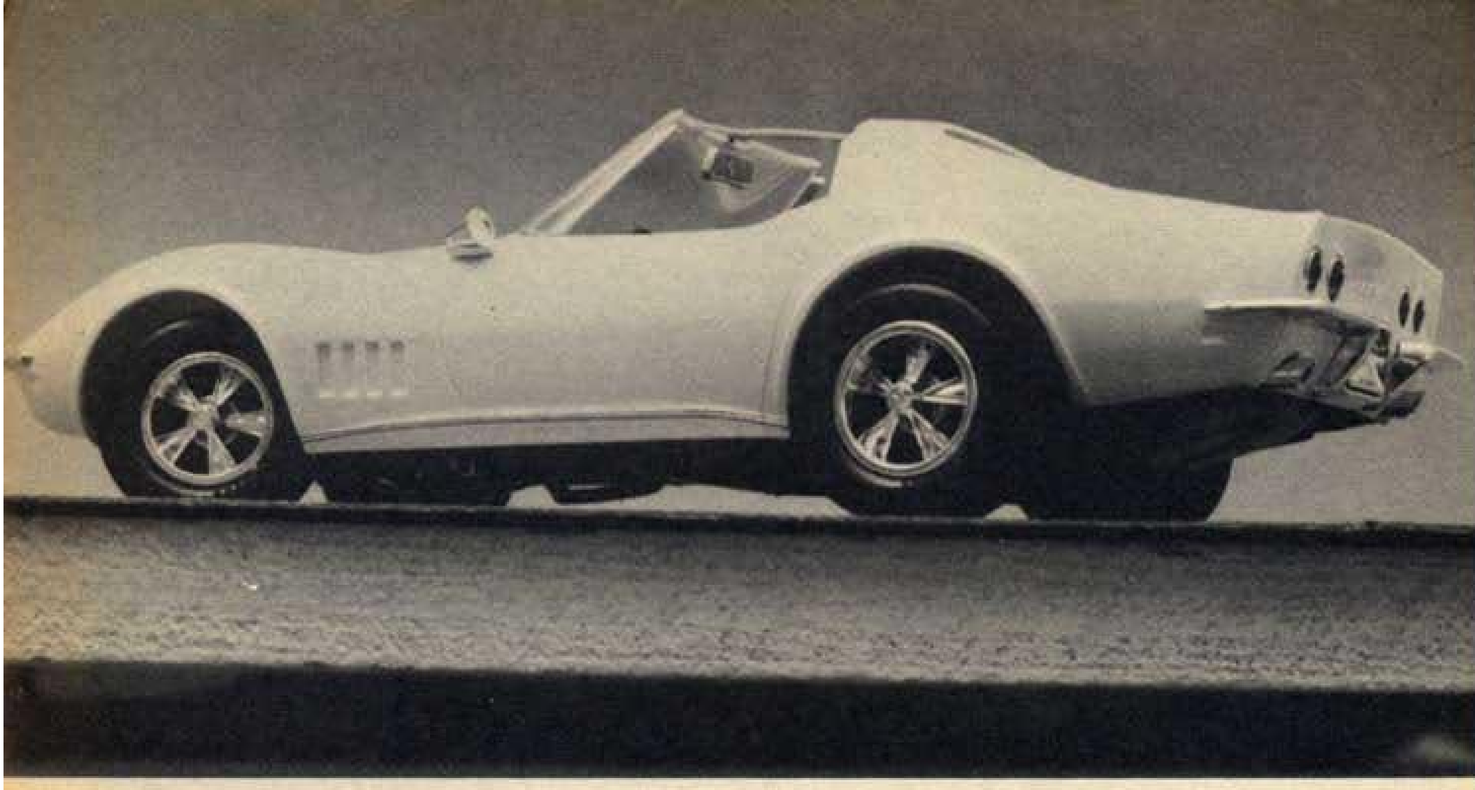




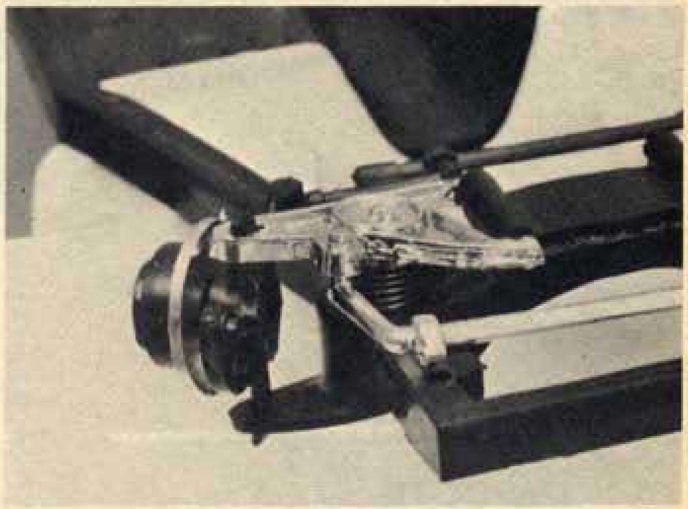


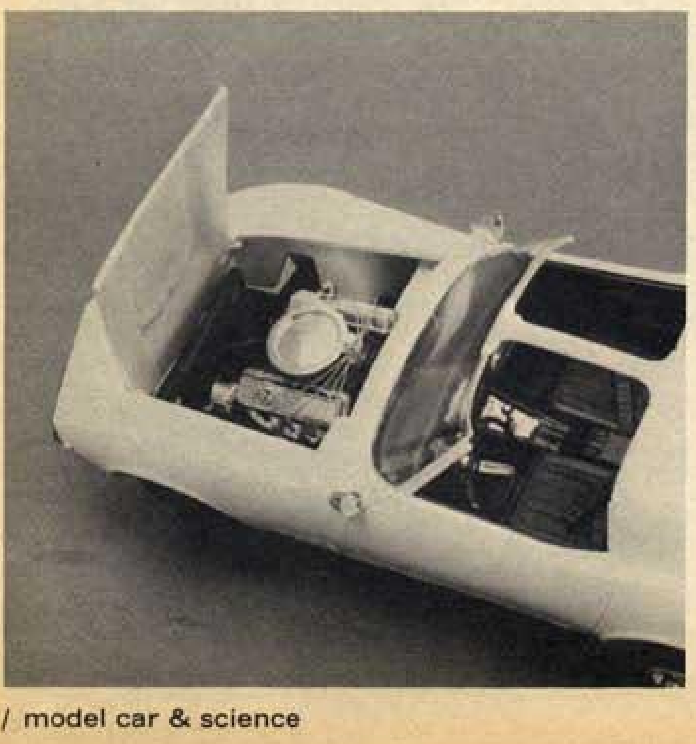
Big (1/20 scale) and beautiful (you can almost hear the engine running) this MPC Corvette is the show stopper of the year. From those Hurst mags and hollow Goodyear Blue Streak tires, to that clear see-through hood and high velocity stacks, this $3.50 kit is a winner. The front suspension works, via coil springs. The front wheels turn too!

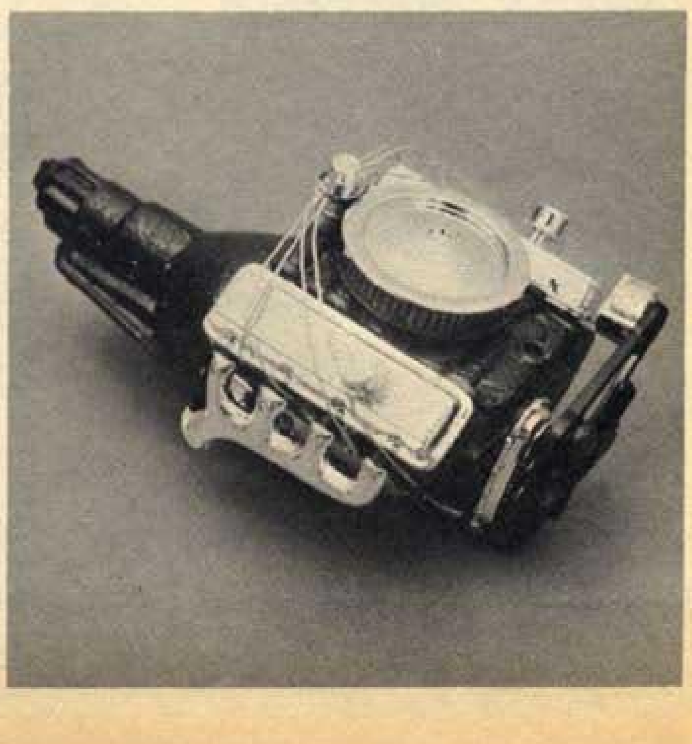


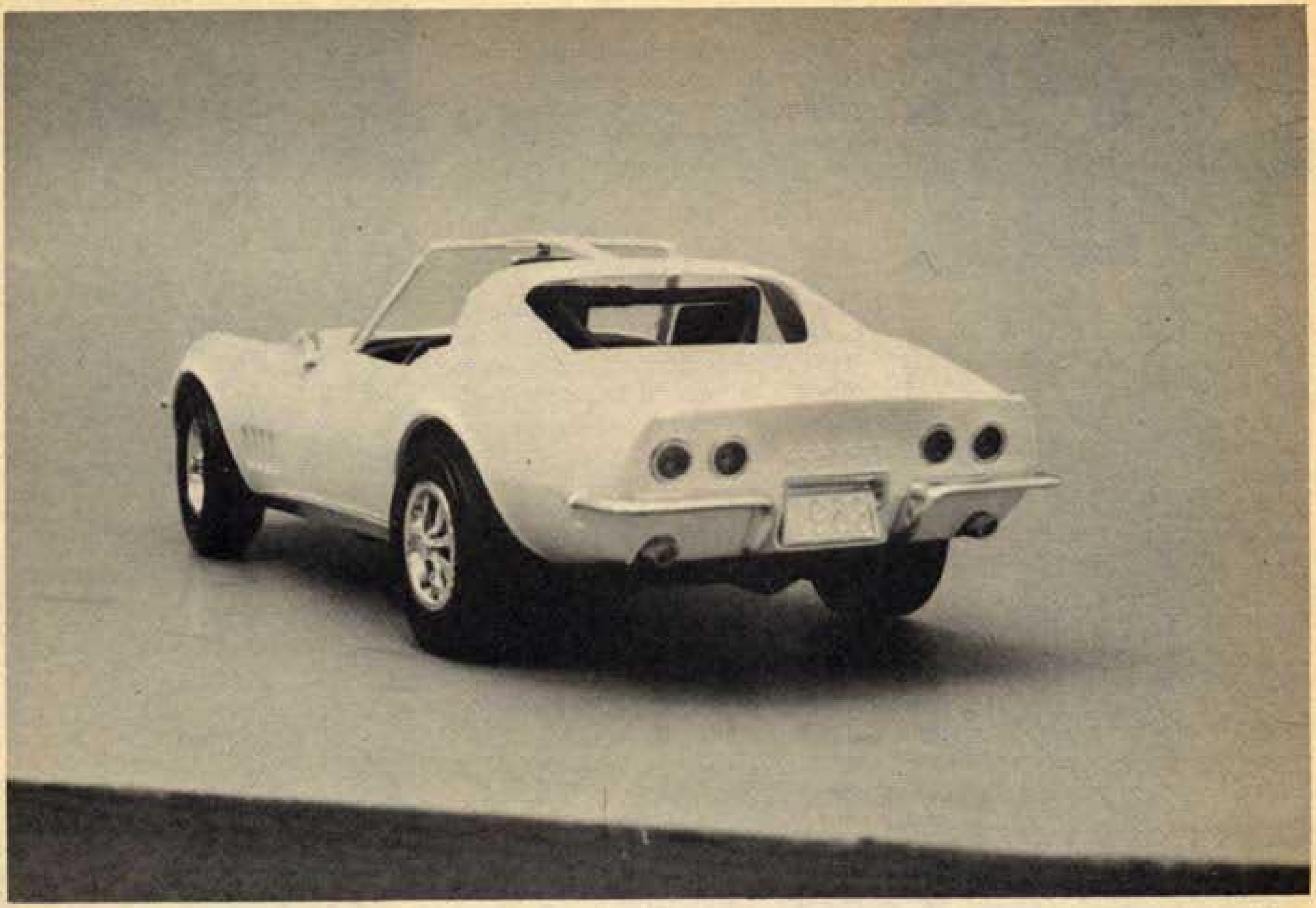


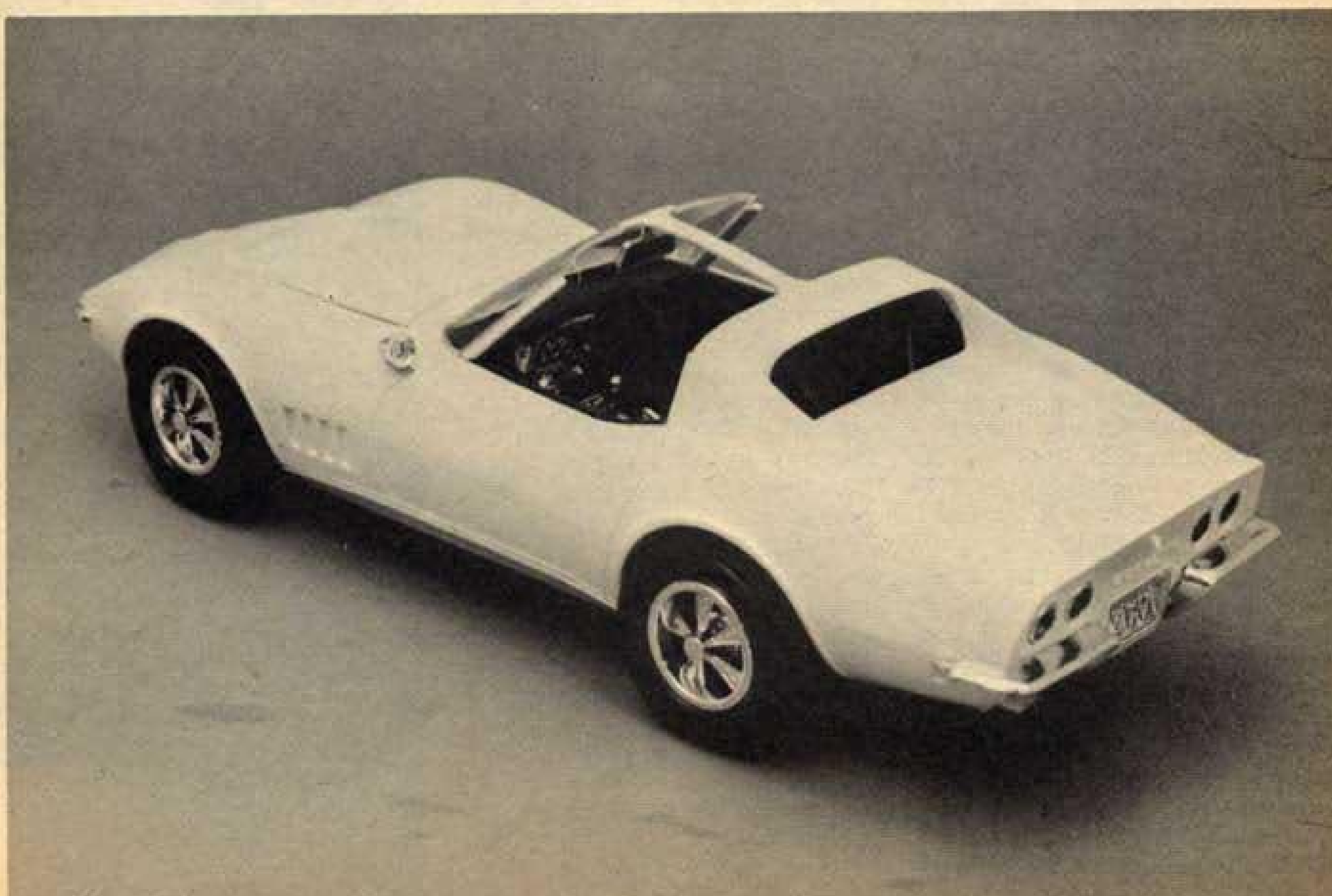
The big Corvette is simply stunning, from any angle. The engine detailing is superb. The car can be built as a drag car, or a stock "427" Sting Ray.











CAR TREK

Commissioned by the Federation Of Modelcar Manufacturers Of Earth to go into outer space and find a planet containing a civilization that has developed an advanced concept of modelcar racing, Captain Jaymz Jirk, commander of the Carship Fenderprise, and his first officer, Juniperian Mr. Schlock, have finally encountered a strange planet upon which modelcar racing is obviously an important part of the planet's culture. Despite the problem of the ship's Computer which has gone hippily berserk and refuses to program the systems correctly — forcing Jirk and Schlock to clamber down 200-miles of nylon ladder in order to reach the planet's surface — the heroic duo militantly continue their efforts to obtain the desired advanced concept which they must bring back to an earth which has not enjoyed anything more refined than R/C modelcar racing for the past one-hundred years. . . .

Exhausted, I stepped off the last rung of the nylon ladder onto the spongy sidewalk of the alien planet. Standing there, groggily surveying the strange citizens of this world as they tooled past me in all directions upon their wheels (having wheels instead of feet) I heard the dull thud of Mr. Schlock's arrival behind me. Glancing over my shoulder I saw that he had landed awkwardly upon his haggard face and lay sprawling where he had fallen. I jerked my head meaningfully at him, hoarsely whispering: "On your *feet*, Mr. Schlock! We must impress the natives with our alertness, our strength, our intrinsic *superiority!*"

"Illogical, Captain," he groaned.

"Why?"

"Would you believe I'm *pooped?*"

Now we were beginning to attract attention as hordes of the little denizens rolled up, forming a growing crowd, their pinched faces bright with curiosity as they trembled upon their wheels with excitement. I smiled cheerfully at them. It was like smiling at a parkinglot full of living, breathing cars. Their mushroom-shaped heads nodded and bobbled as they communicated with each other in a musical language that closely resembled the honking of horns.

"Oh, *wow!*" I moaned. "*A language barrier!* How are we gonna overcome that complication?"

"Logically, we should learn to speak their language, Captain," said Schlock. "Or teach them to speak *yours.*"

"*Mine*, Schlock?"

"I'm a Juniperian, remember?"

"How could I forget?" I retorted. "Well, I never thought I'd speak honkese but it looks like this is as good a time as any to begin." Turning to the nearest alien and smiling even more sickeningly, I honked: "*Beep! Beep! Beep!*"

"*AaaHOOOOGA!*" he replied politely.

For another three rotten weeks we stood on that sidewalk, learning their honky old tongue until we could klaxon it like experts. Then, we had to stay right there for still another week and teach them to horn in on English. Finally, total communication was established. By now, of course, word had spread about our arrival and we were something of an attraction, one enterprising native diligently hawking tickets to all the others who came to park and stare at us.

"Listen, you guys," I finally declared, "we *like* the attention and all, but exactly what planet is this, anyway?"

"The planet *Epoxy*," said one.

"Who runs things for you?" I asked.

"Our glorious leader, Lyndon B. Epoxy!"

"He's the big wheel, huh?"

"Our *biggest!*"

"What's your name?"

"Sam Epoxy."

"Same family?" I inquired,




LYNDON B. EPOXY
HUGHES

figuring I'd lucked out and was chatting with a close relation of the biggest wheel on the globe.

"Nope. *Everybody* is named Epoxy."

"Is that logical?"

"We Epoxians like to *stick* together."

"*That's* logical, Captain," grunted Schlock.

"Butt out," I growled, withering the snide clod with a dark look. Then, turning back to the little Epoxian, I chirped: "We're here on official business. Real top-drawer, government stuff. Take us to your leader, Sam!"

"That's *corning* a phrase, Captain!"

"Dry up, Schlock."

Sam led us through streets where every block seemed to boast at least a dozen modelcar racing centers. It was apparent that the fine old art and science of modelcar racing was a very big item in the Epoxian society. Behind us rolled a huge crowd, honking and beeping enthusiastically. Eventually we reached a very impressive building and entered it, passing through room after room, each of which contained scale model race courses of every size and shape, until we finally came to a mammoth room dominated by a vast table upon which was built the wildest, largest race course I'll ever likely see in a dozen lifetimes. Surrounded by his advisors and associates, the biggest wheel on the planet sat on a stool, busily nerfing his subordinates' vehicles off the course.

"Is that *him*, Sam?" I whispered.

Sam nodded.

"Greetings from the planet Earth," I trilled, clearing my throat. "We've come to. . . ."

"Set and jaw awhile, son," said Lyndon B. Epoxy, motioning me to the stool beside him. "We already *know* why you're here. Shuckin's, son, we knew all *about* that from the minute you left your planet and started gadding around the universe!"

"Y-You *did?*"

"Why, *shore!*" Lyndon laughed merrily, nerfing two more of the quaintly designed modelcars from the table. "Y'all wanna trade us for our advanced concept in racing. *Right*, son?"

"R-Right."

"Well, we're ready to horsepower-trade with y'all — giving our advanced modelcar racing concept in exchange for the distribution rights to MODEL CAR & SCIENCE Magazine — jes' like the man told'ja to wheel and deal!"

"*H-How* did you *know?*"

Lyndon roared with laughter. "Why, we'uns got the biggest *ears* in the cosmos, boy! Yessir! We got us the most sensitive little old *eavesdroppin'* gadgets that ever spanned space and listened to everything going on *everywhere!*"

"I believe it," I said solemnly.

"Y'all *better* believe it, son!" He slapped me on the back, pointing to the modelcars streaking down the lanes of the race course. "Now them lil' old screamers is powered and controlled by *mental telepathy*, boy! Ain't that a *humdinger*, son!"

"M-Mental telepathy?"

"*Mind power*, boy! Ain't *nothin'* beats mind power for scooting a scale-model lickity-split! You just concentrates your mind on the car, the special receiver, designed to pick-up brain waves, gets the lil' old mental signal and away she goes, son! Faster'n a greased streaka lightnin'!"

"That's what you use — *mental telepathy?*"

"Until we dream up sumpin' better."

"What do you think, Schlock?"

"It's logical, Captain."

"*Great Scott!*" I cried, "this will *stun* the racing enthusiasts back on earth. It'll *revolutionize* the industry! *Advance* the sport! Make us the most *famous* and *honored* men of our time!"

"Don't forget to mention the name Lyndon B. Epoxy, son! I might wanna run for office on your lil' old planet someday." He jammed a cigar in my mouth. "Telepathy from Lyndon B.! Kinda sings, *don't* it, Charlie?"

We only hung around long enough to sign the deal, collect samples of the telepathic-receivers and take a brief course in mind-power/control. And the first time I beat Schlock in three straight races, I knew the whole thing was ready to take to a waiting earth. I could practically hear those promised 10,000,000,000,000,000-koinz jingling in my pockets already.

Bidding our Epoxian friends byebye, Schlock and I began bravely climbing the nylon ladder still dangling from the good Carship *Fenderprise* hovering 200-miles overhead. Gradually, the throbbing sounds of honked and beeped cries from below grew fainter. Climbing steadily, I grew fainter and fainter. Behind me, Schlock's wheezing grew fainter and fainter. But onward we clambered, silently and wearily making our way back up to our craft.

Two-weeks later I collapsed through the air lock, clutching the precious box of Epoxian goodies under one arm and Schlock by the collar with my other hand. The big sissy had pooped-out ten miles short of the ship and I'd had to haul him the rest of the way on sheer determination.

Slumping against the control panel, I opened the channel-key. "Captain . . . to . . . computer," I panted. "Let's . . . head . . . for . . . home."

"HOME IS WHERE THE CRAZY OLD HEART IS. AND I LIKE IT RIGHT HERE IN THE HEART OF NOWHERE!"

"Aw, *come* on, computer," I pleaded. "Give it a rest! Be a good instrument and get this ship started on a course leading straight back to earth!"

"SAY 'PLEASE'!"

I took a deep breath. "Please."

"SAY 'PRETTY PLEASE'!"

Trembling with rage, I fought for self-control and gritted my teeth. "P-Pretty please."

"SAY 'PRETTY PLEASE WITH SUGAR ON IT'!"

Instead, I lost all control and said a number of other things too imaginative to be described as decent language.

"HEY THAT'S A PRETTY DIRTY MOUTH YOU'VE GOT THERE, MAN," chided the computer. "*SHAME* ON *YOU!* WE DON'T GO *ANYWHERE* AS LONG AS YOU BLOW YOUR COOL AND SAY NASTY THINGS LIKE *THAT!*"

I closed the channel-key.

"Schlock," I said, shaking him. "Schlock, wake up! I need help with this miserable problem!"

"Whaa?" gurgled Schlock.

"Snap out of it, Mr. Schlock!"

"I'm *climbin'*, I'm *climbin'!*"

"So stop climbing and wake up! I need some plain and practical logic out of you!"

He blinked sleepily, peering at me as though I were a total stranger.

"That computer refuses to take the *Fenderprise* back to earth!"

"So?" He yawned.

"So unless you can come up with a piece of that pristine logic you're always babbling about, we may hang out here in space forever, listening to that hippie howling happily until we've gone completely mad with the psychedelic sound of him!"

"*It*, Captain," said Schlock.

"What?"

"The Computer has no gender, Captain."

"Gender?"

"It's an *It*. Neither male nor female."

"Well, that sounds logical," I admitted. "But what are we going to *do* about getting *it* to play ball and reactivate all the systems in this ship so we can get home?"

"Appeal to its ego, Captain."

"Computers have an *ego?*"

"Anything with a brain has an ego. Since the computer seems to have short-circuited, modifying its usual precise thinking-patterns into the over-imaginative and neurotic tendencies of a hip or rebellious mentality, perhaps an appeal to whatever the hippie mind can understand will enable you to interest the computer in cooperating."

"Sure, but *what* interests hippies?"

Schlock smiled coldly. "Nothing logical, I'm afraid. So I can't be of any help to you on that score, Captain. *You'll* have to solve this problem."

With that, Schlock slid to the deck and peacefully conked-out, snoring softly as he went completely back to sleep, leaving me to face this hideous dilemma by myself. Millions upon jillions of lightyears from earth and strand ed in the vastness of the universe with a kooky computer who was only interesed in — I snapped my fingers as sudden, blinding inspiration flashed.

"*Of course!*" I explaimed, opening the channel-key. "Captain to computer."

"LISTENING TO YA, CAPPY."

"If you don't get the Fenderprise underway at once in the direction of earth, we're going to miss the big, swinging Like In."

"LIKE-IN? THERE'S GONNA BE A *LIKE-IN?*" The metallic tones of the Computer's oral-circuit sounded electrically tinged with interest. "A REAL, FOR-HONEST *LIKE-IN WITH* MUSIC AND FLOWERS AND DANCING AND LIKE *THAT?*"

"Probably already *happening*," I added.

The *Fenderprise* shuddered as the ship's various systems were activated and we began zipping through the void of space, warping up through lightspeeds as the computer programmed gathering power which sent us swiftly toward our own galaxy.

Feeling the vibration, Schlock opened one eye.

"How did you do it, Captain?"

"Promised it there was a Like-In on earth."

"You mean a *Love-In*, don't you?"

"Nope. After all, it's just not *logical* that a machine would have the emotional capacity to be interested in a Love-In. But it's exceedingly logical for that hair-brained Computer to be intensely interested in a *Like-In*. Think about it, Schlock."

He *pretended* to go back to sleep.

Shortly thereafter, we reached the familiar ball called earth and landed. Schlock and I immediately went directly to the offices of the *Federation of Model Car Manufacturers* where we were ushered into the Prexy's private playroom. He still sat behind the fantastic desk/race-course, intently scratch-building another car. This time it looked like a 1/378½th-scale Dump Truck.

"Jirk reporting, sir!" I saluted briskly, slicing an eyebrow to shards.

"You wouldn't happen to have a few spare Super, 3/4 Spongies on you, *would* you?" murmured the Prexy.

"No, but I have that advanced concept in modelcar racing that we were assigned to find and bring back!" I held out the box containing the Epoxian equipment and instructions, smiling proudly. "You probably won't believe this, sir, but the advanced concept is *mental power!*"

"Oh, I believe it."

"Y-You *do?*"

"I've believed it ever since I watched the famous model car scientist, Dr. Werner von Behn demonstrate his newest breakthrough, three days ago. Watching him power and control that modelcar with *telepathic energy* was the experience of a lifetime!"

"*T-Telepathic?*" I whimpered.

"Claims the whole secret's in your head and proved it by winning some dandy contests. Why, we put his development into production the same day he signed the contracts. Cost a keen sum, too. 10,000,000,000,000,000-koinz aren't peanuts, you know."

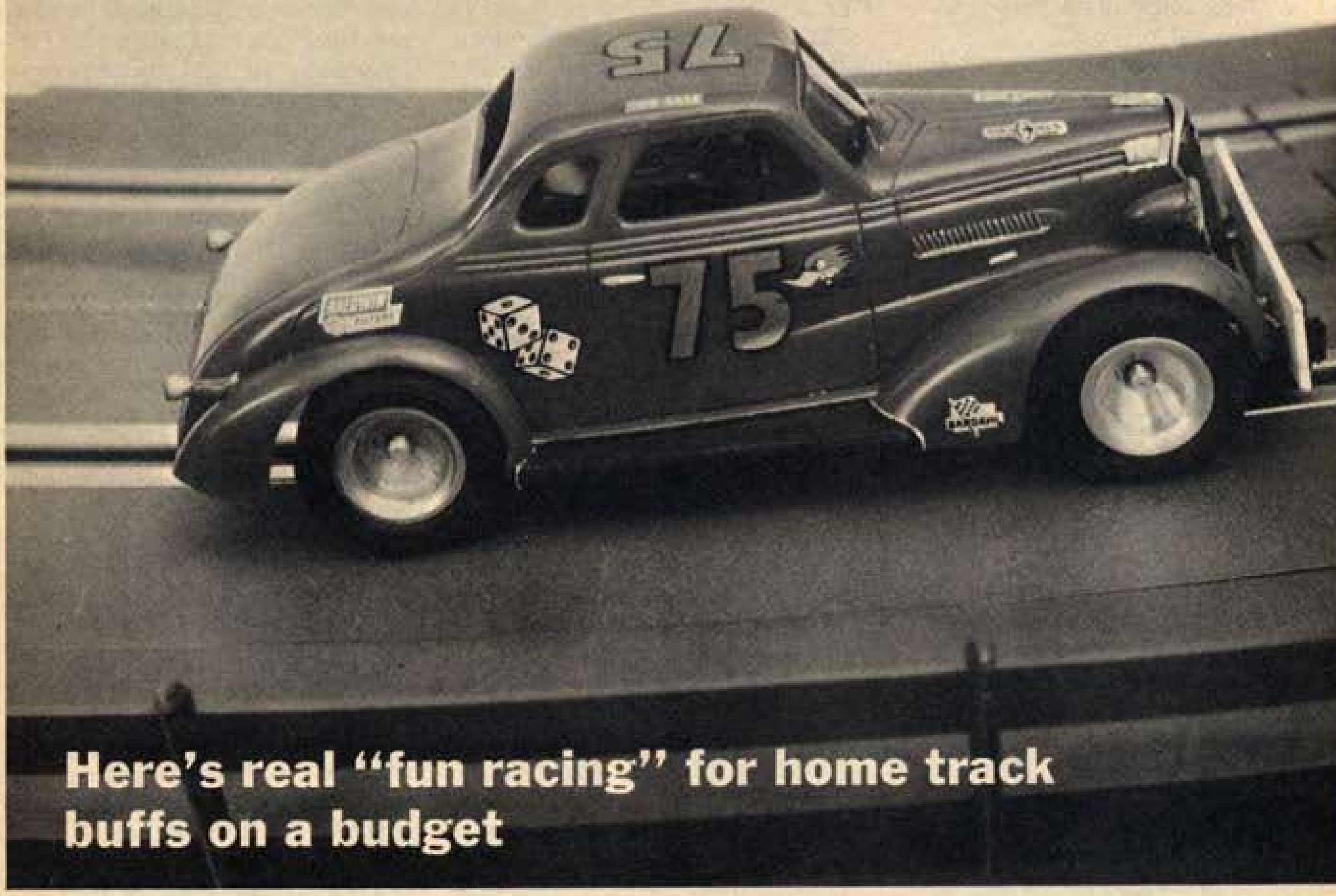
"That's logical," said Schlock inanely.

"Now, *what* sort of advanced concept did *you* boys bring all the way back with you from outer space?" He grinned wryly. "It'll have to be a real winner to top the *Telepathic Energy Kit!*"

And loser that I was, I knew *that* figured, too.



JOIN THE JALOPY BRIGADE!



Here's real "fun racing" for home track buffs on a budget

By Robert Schleicher

Fun's the name of the game for 1/32 scale home racing set enthusiasts. This is just where the models of full-size oval racing "jalopies" fit in the model car racing scene. No full-size racing event has as big a share of nerfing as these cars and their drivers offer on Sunday afternoons or Friday nights in small-town or neighborhood 1/3- and 1/4-mile oval tracks. Some of the tracks are black-topped, others are dirt, but the action and nobody-hurt-but-the-fenders accidents are common to almost every heat race. A jalopy main event can be easily identified by the sound of crunching fenders as drivers try to "open" up a path between another car and the rail.

Some say that "gentlemen" sports car road racing, be it model or full-size, should not allow the "nerf" to be legal. In real life racing, they may have a point, but in model racing the skillful use of a drifting car to deslot your opponent is one of the most enjoyable "arts" of model car racing.

If you, or your club, has a group of identical chassis that may no longer be competitive for current races, these will make a good starting point. Have everyone pick his favorite 1930 or 1940's vintage sedan or coupe from the vast selection of 1/32 scale Pyro cars. Paint each as bright as possible, apply decals, and start jalopy racing yourselves. If you have to purchase the chassis parts, the following is one of the least expensive combinations available at this time:

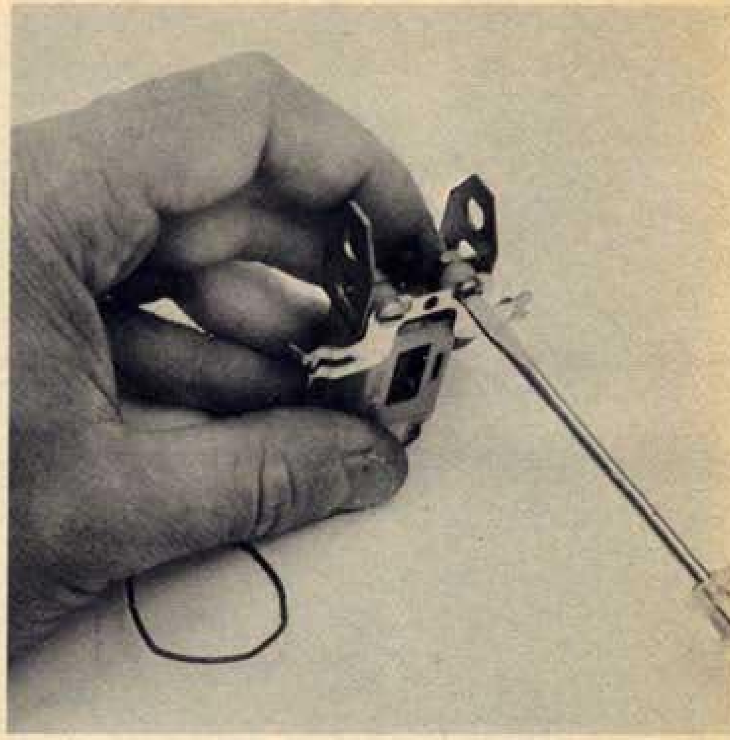
Item	Price
Revell chassis and motor kit from MotorMan* their #36	$1.79
Pyro 1/32 scale body kit	.50
4 wheels and tires to suit your track conditions	2.00
Pickup, braid, and collar	.50
1-3/4″ axles with nuts	.30
Crown gear to suit your track	.35
TOTAL	$5.64

(Prices are approximate. You can buy many of the parts for even less if you look for a sale, or parts from your older cars can be substituted.)

*MotorMan sells by mail order only at P.O. Box 66396, Los Angeles, Calif. 90066. Use only check or money order and add 10¢ for handling and postage.



Parts for the MC&S jalopy can come from many old cars, with the exception of the Pyro 1/32 scale body kit. Text lists them.

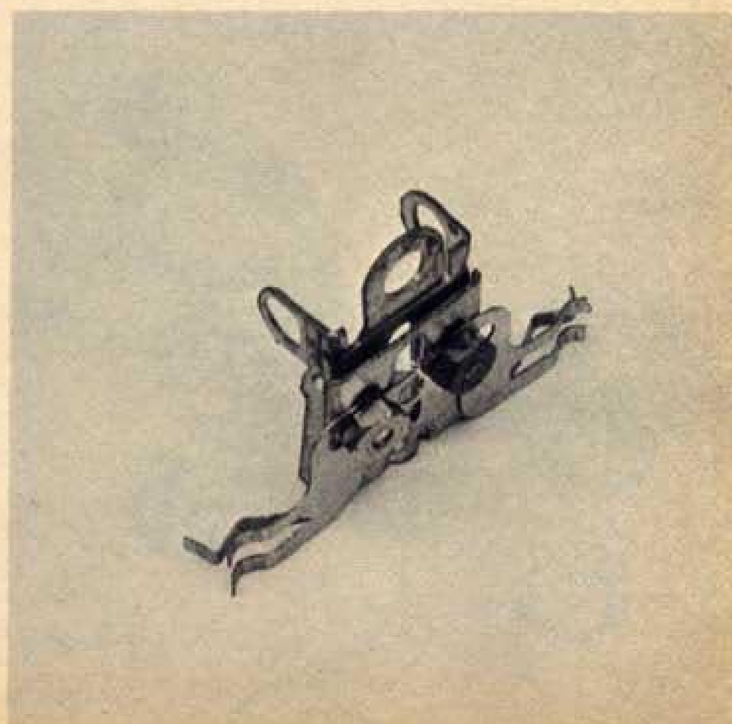


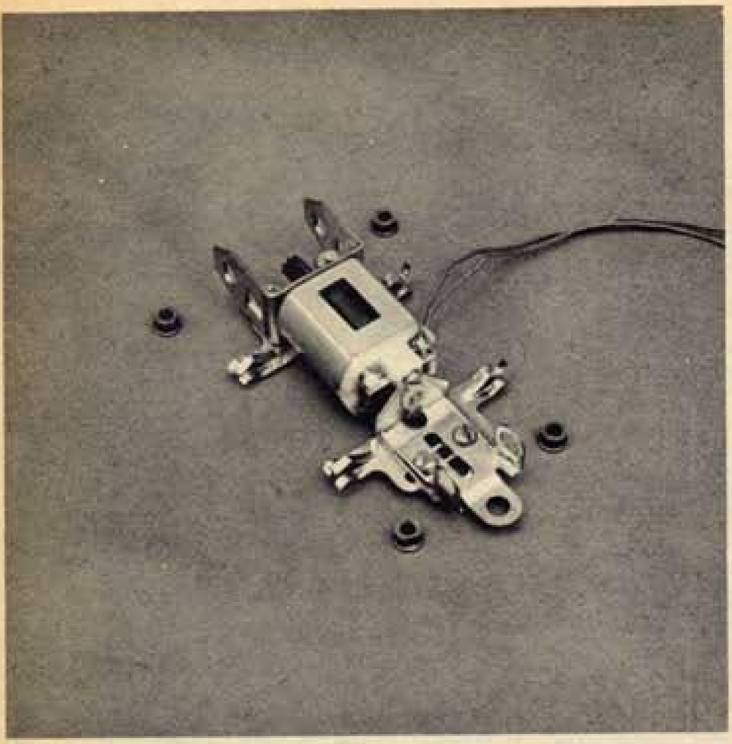
Revell chassis/motor kit is available by mail from MotorMan ads. Body mounting plates are unique spring brass; install as shown.

File two new notches in front axle mount about 1/8" deep as shown to allow for the extended wheelbase to fit Chevy body.

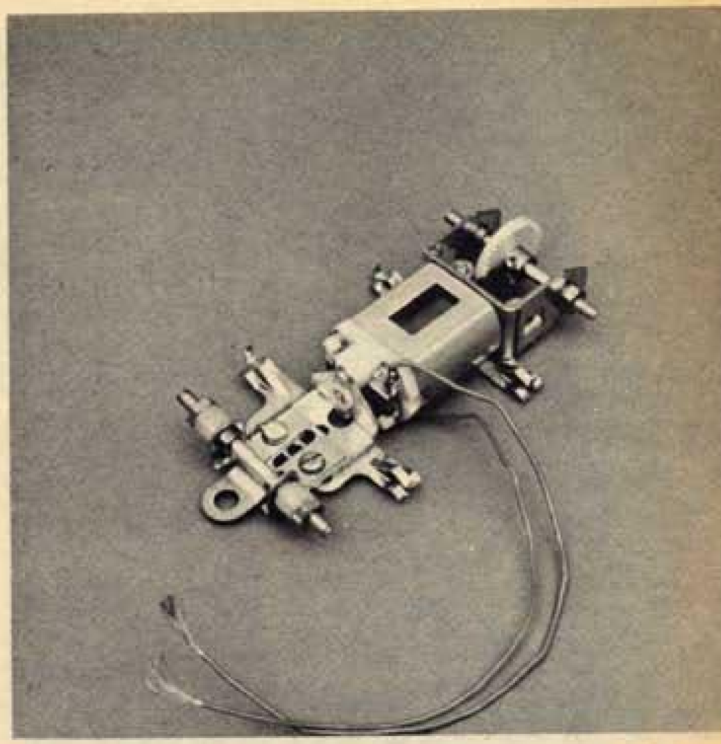


Front axle and motor mounts assemble as in this photo. Solder would be neater.



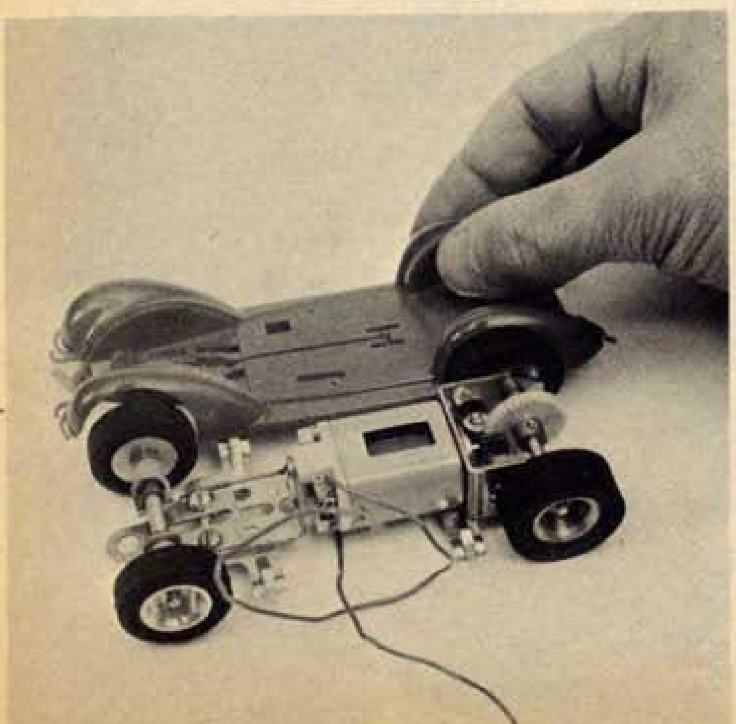


Oilite bearings are supplied for both front and rear axles. Simply press in.



Spacers are required on front axle only. Adjust gear clearance, add wheel next.

Trim out both front and rear wheel openings in body to fit those on the chassis.

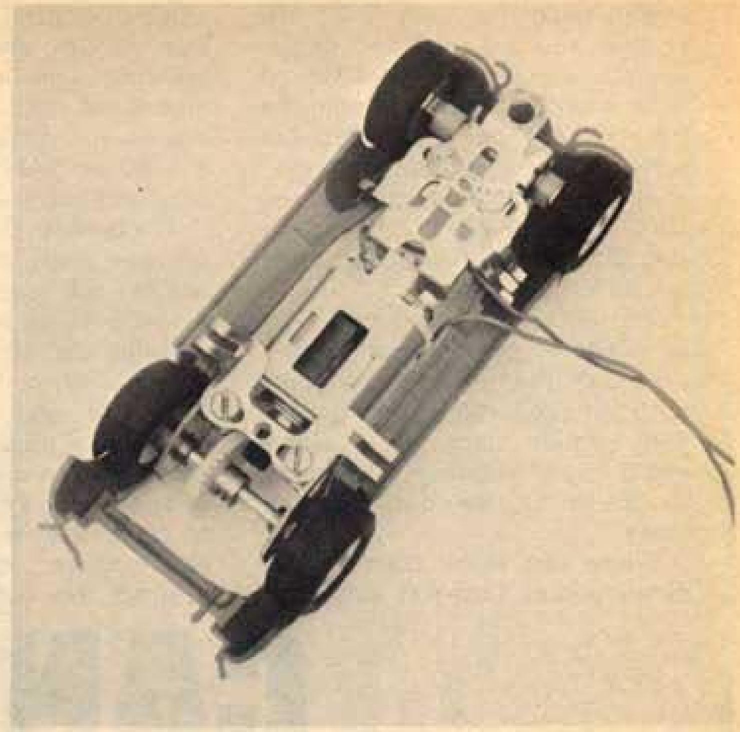


Floor section of body must be trimmed away to fit the chassis. Use a "hot" knife or Moto Tool. Be sure to cut inner fenders.





Spring clip body mounts must be removed and carefully bent up at the angles shown to support body clear of wheels.



Note where body mounts contact front fenders and running boards. Adjust body height by bending brass, then epoxy to body.

Assemble Pyro body panels, but ignore interior and suspension details. Paint.



Mounted body clears motor, but some of grill must be cut to fit pickup. Front bumper is scrap plastic, decals are from a variety of old kits and decal sheets. Jalopy is ready for a "nerfin' bash" with more of its kind. For realism, body can be dented with a soldering iron tip.



The beautiful Lola T-70 Mk II that you see on these pages, is John Surtees' Stardust Grand Prix-winning machine, and the first car in our new Can-Am series. Forrest Bond, photographer first class, has captured the final corner leading into the pit straight, at the Stardust course in Las Vegas.

The object of this new series is to show you what the actual cars look like, up close, complete with detailed color descriptions and similar data. We believe you'll enjoy building these cars, as much as we did shooting them!

There are more than a half dozen potent Can-Am cars that will be featured in future issues. Our editors are hard at work building concourse models to match every one of them. And it makes no difference if you're a 1/32 or 1/24 scale racer, the detailing is the same.

We believe this series will encourage more builders to do a better job of detailing their models. It is essential, in our opinion, that the relationship between our model cars and the 1:1 scale machines is maintained. While many disagree with this idea, we also note that a lot of the people from this school of thought are missing from the slot racers ranks, especially around the commercial racing centers. While we're quite sure they didn't lose interest in the sport simply because they weren't "scale" (in the purest sense of the word) builders, we are also equally sure that the builders who *are* scale buffs, have a tendency to maintain a higher degree of interest.

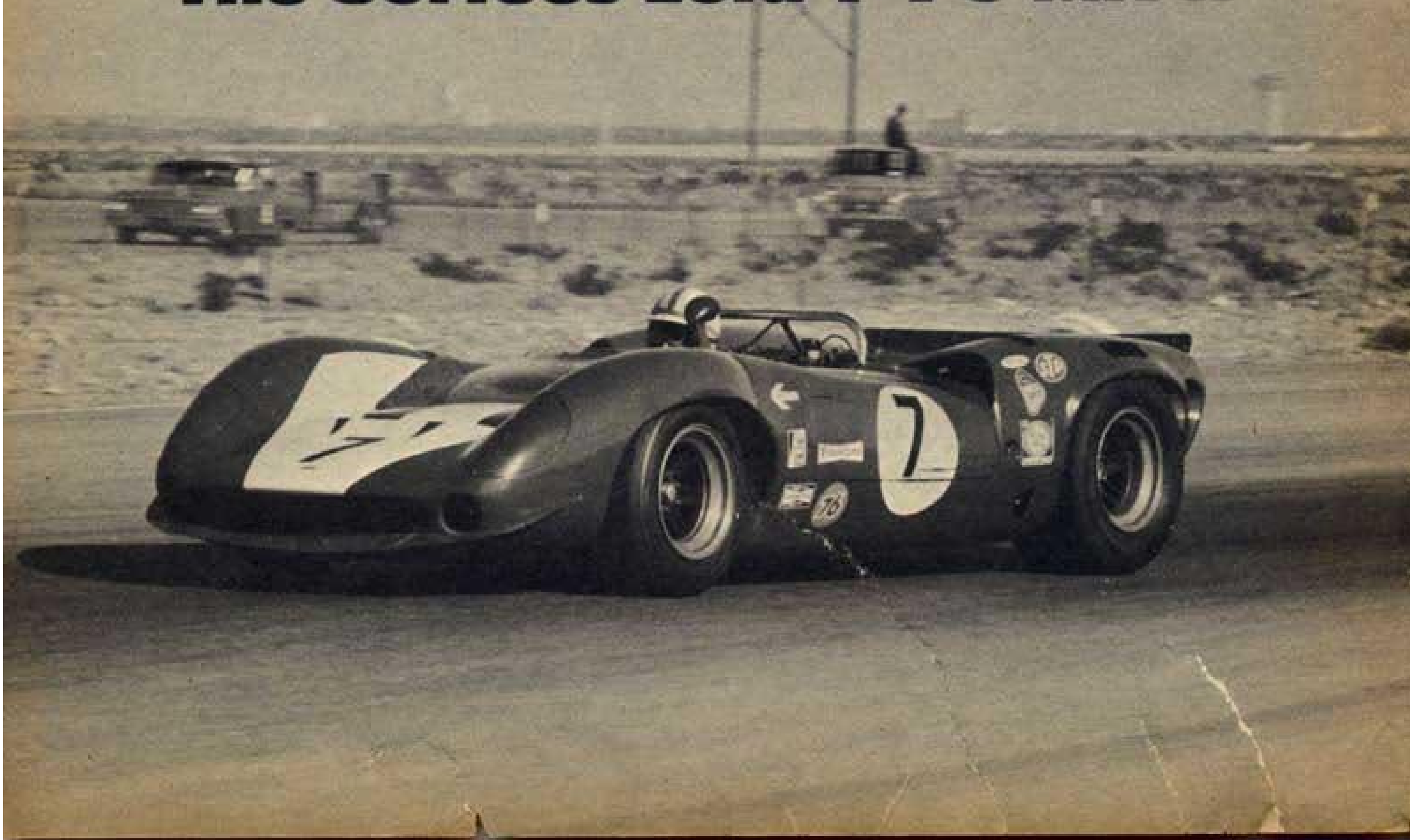
Many model car builders and drivers are frustrated big car drivers. Our staff fits into that category. Therefore, the closer we can match our model cars to the big ones, the hotter the competition fires will burn. And *that's* good for the entire sport!

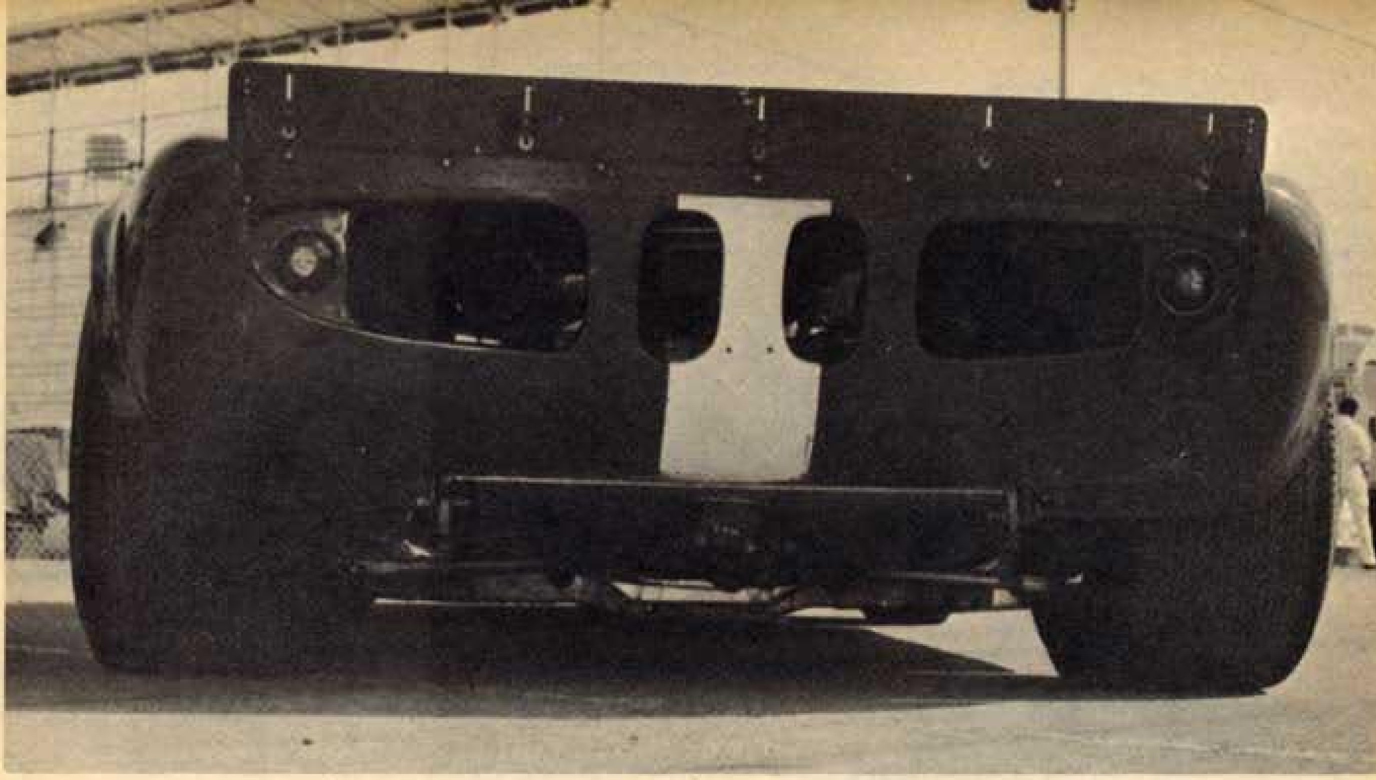
NEXT MONTH: THE McLaren Mk 6A.

CAN-AM CONTENDER

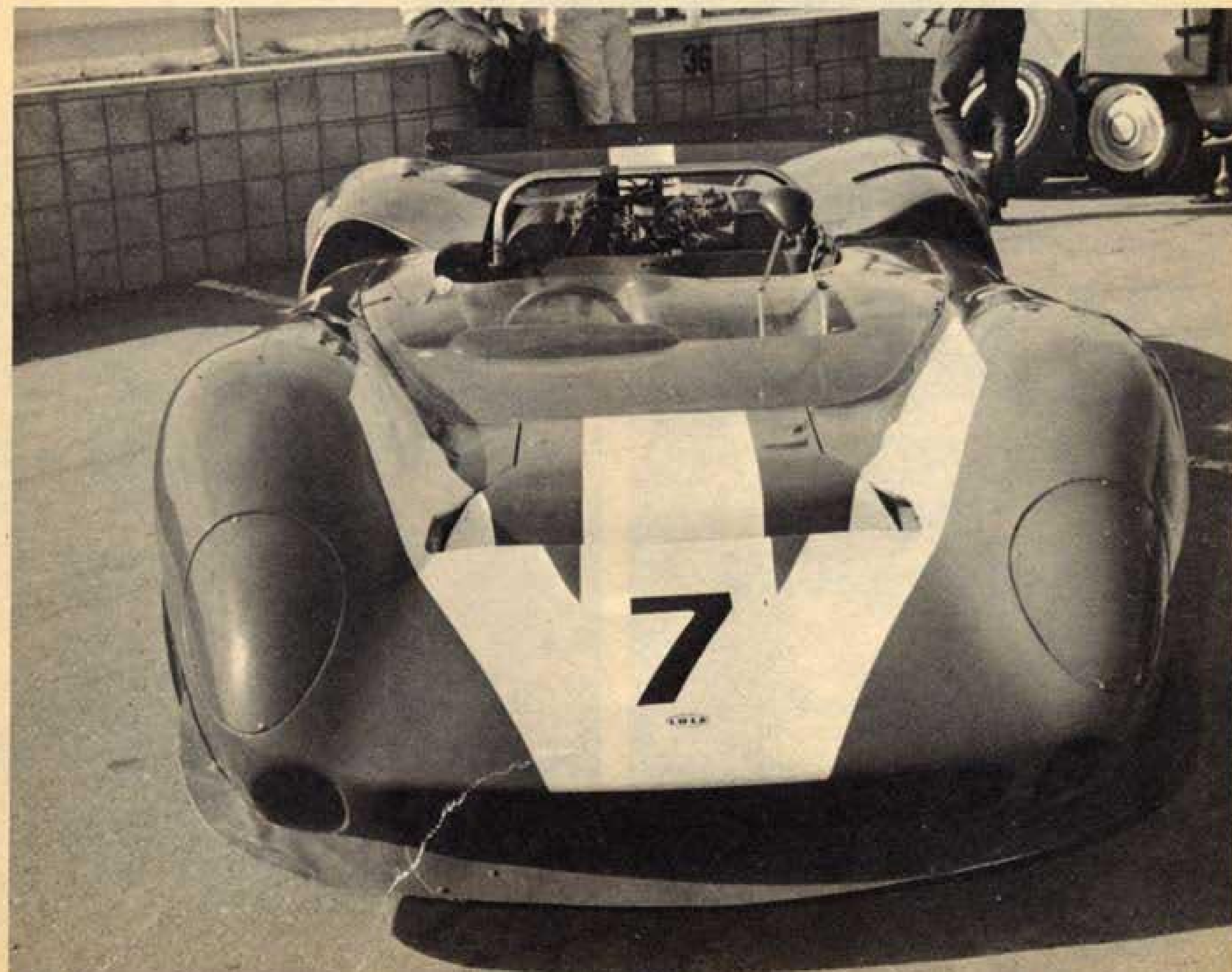
The first in a new series

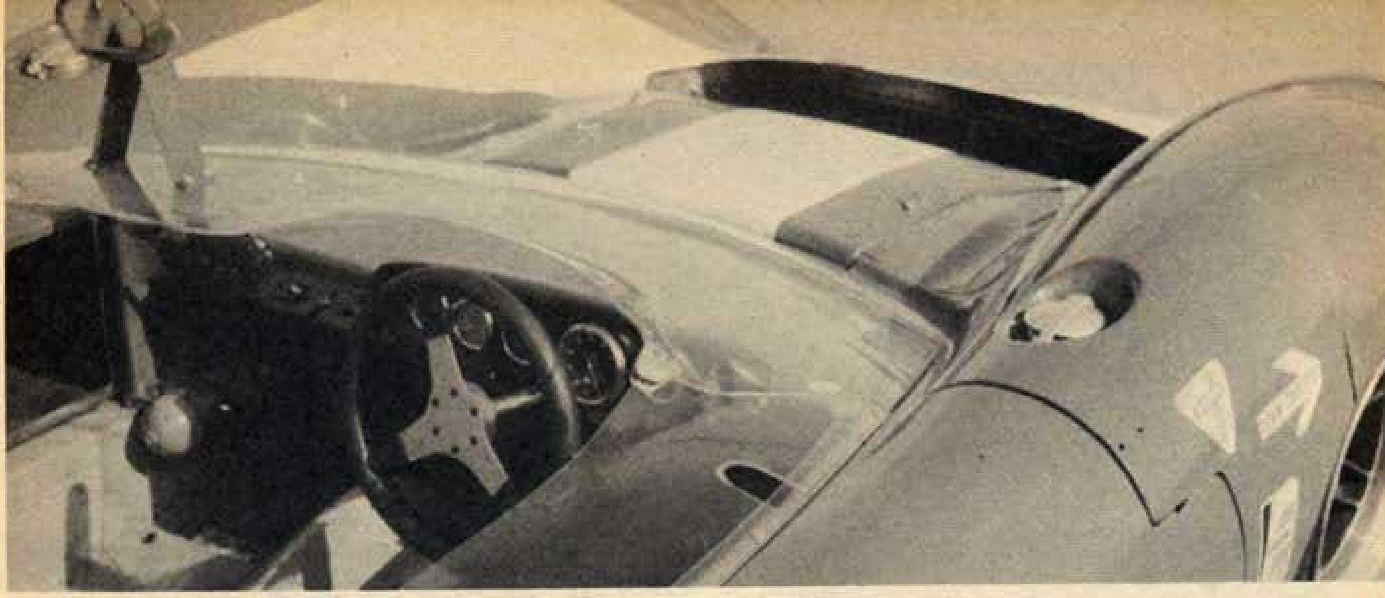
The Surtees Lola T-70 MK II





The Stardust Grand Prix-winning Lola Mk II driven by John Surtees, is a model builder's delight to copy. The car is sleek, colorful, and due to its low, wide profile, makes a winning slot car. The basic body shell is red, with white stripes and fields for the black numbers. Note that no field is used on the nose, just on the sides. Front and rear fixed spoilers are also red.

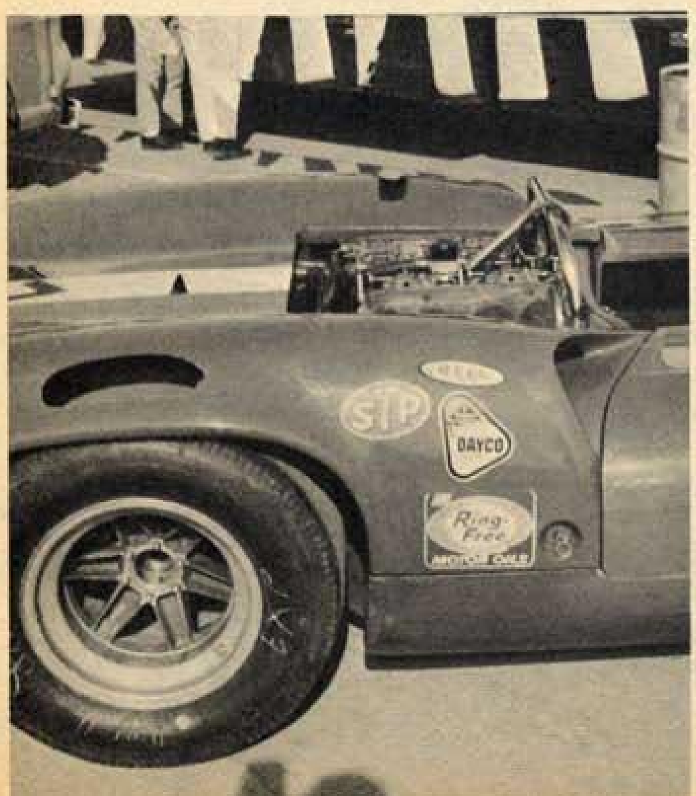






The rollbar is chrome, while the filler caps and the center of the steering wheel are flat aluminum Steering wheel rim is flat black. The mirror housing and supports are red.

Front and rear wheels have flat aluminum rims, flat black spokes, and chromed center hubs. Firestone tires are used all around.







This photo gives you an indication as to the width of the rear tires! The big cars are beginning to look more like slot cars every day!



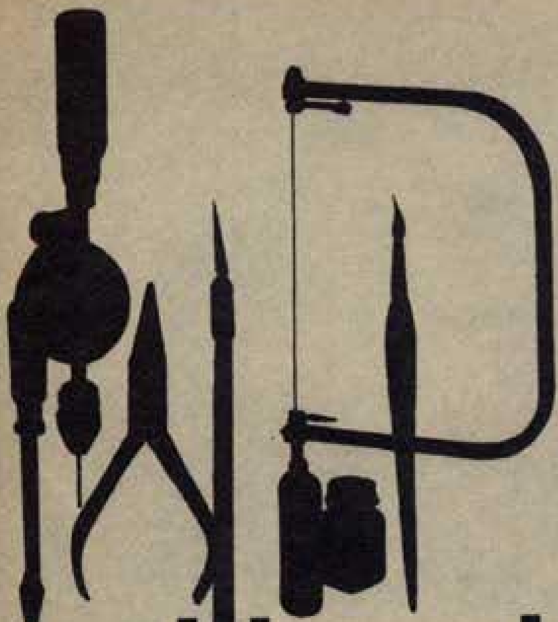




While the mechanics work on the car, "Fearless John" sits on the pit wall and talks with his wife and friends. After donning his "lone ranger" face mask, and ear plugs, he settles into the bucket seat for a final check-out lap to see if everything is functioning properly.

The machine is rolled to the starting grid by Surtees' pit crew. It's "butterfly time in the old bread basket" for every driver who faces that jam-packed first turn. This is what racing is all about.

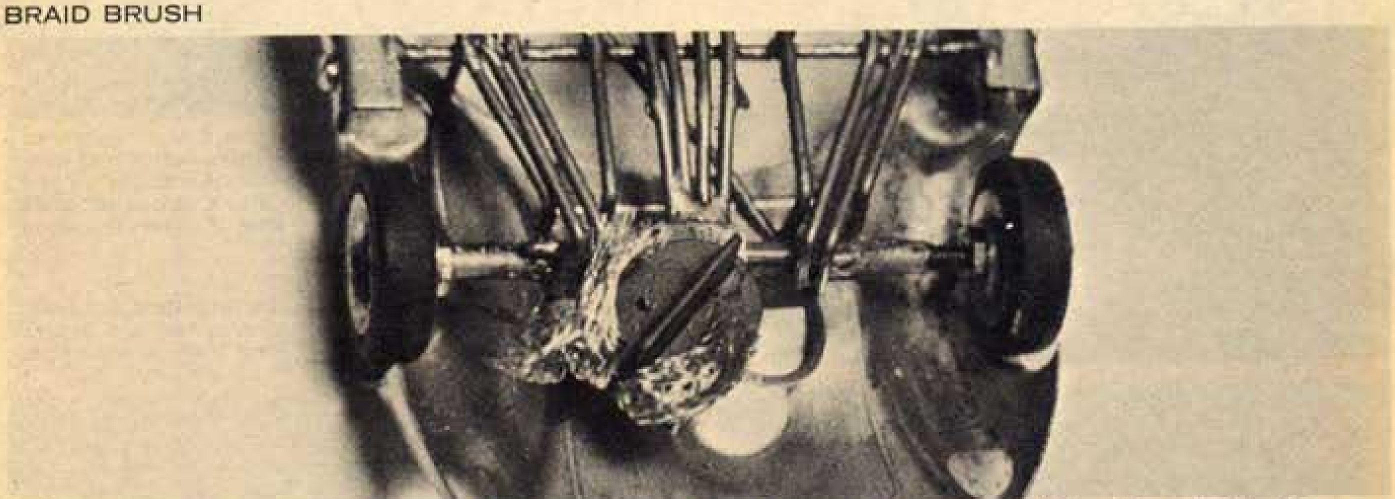




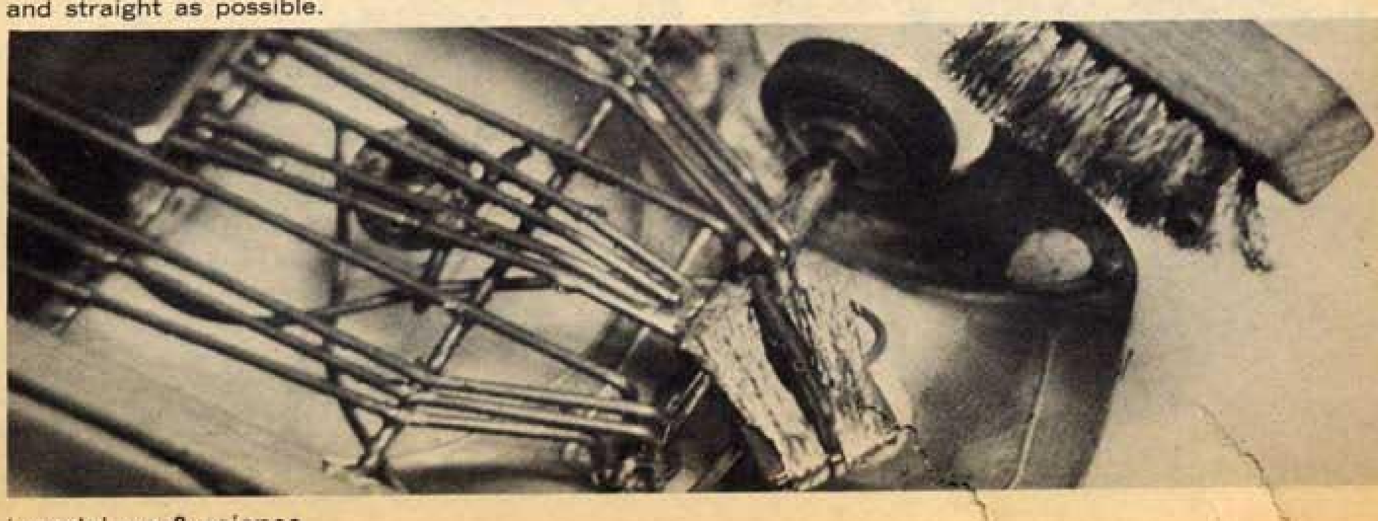
model mechanics

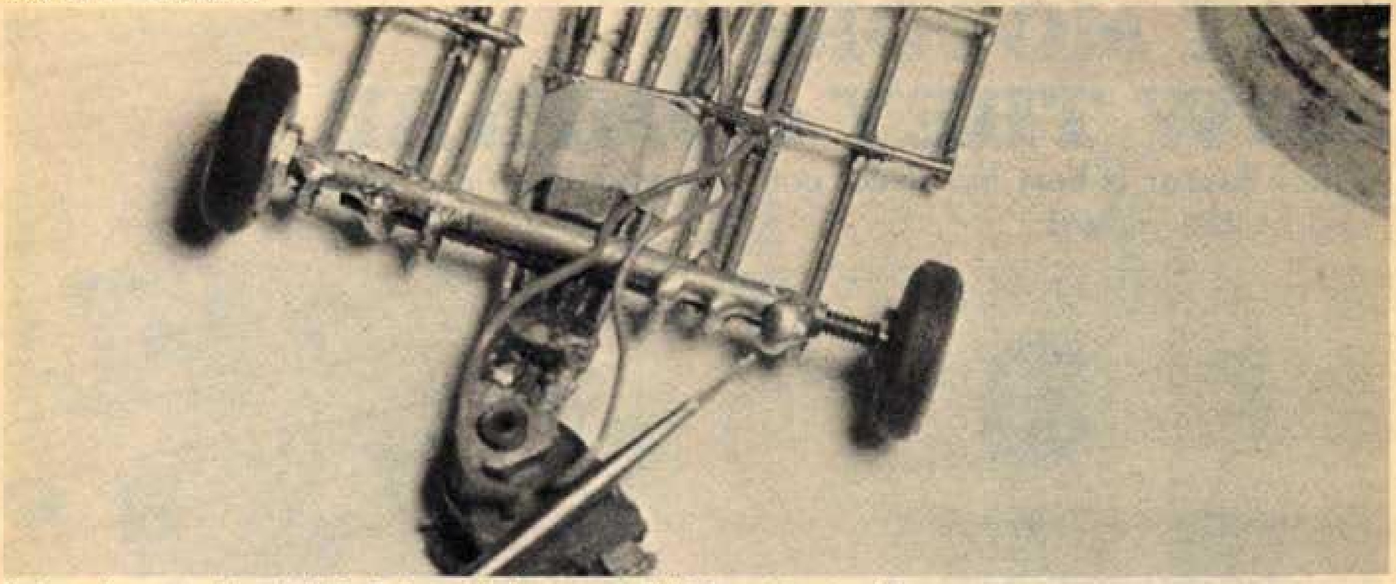
NEW IDEAS TO IMPROVE YOUR MODEL BUILDING

BRAID BRUSH

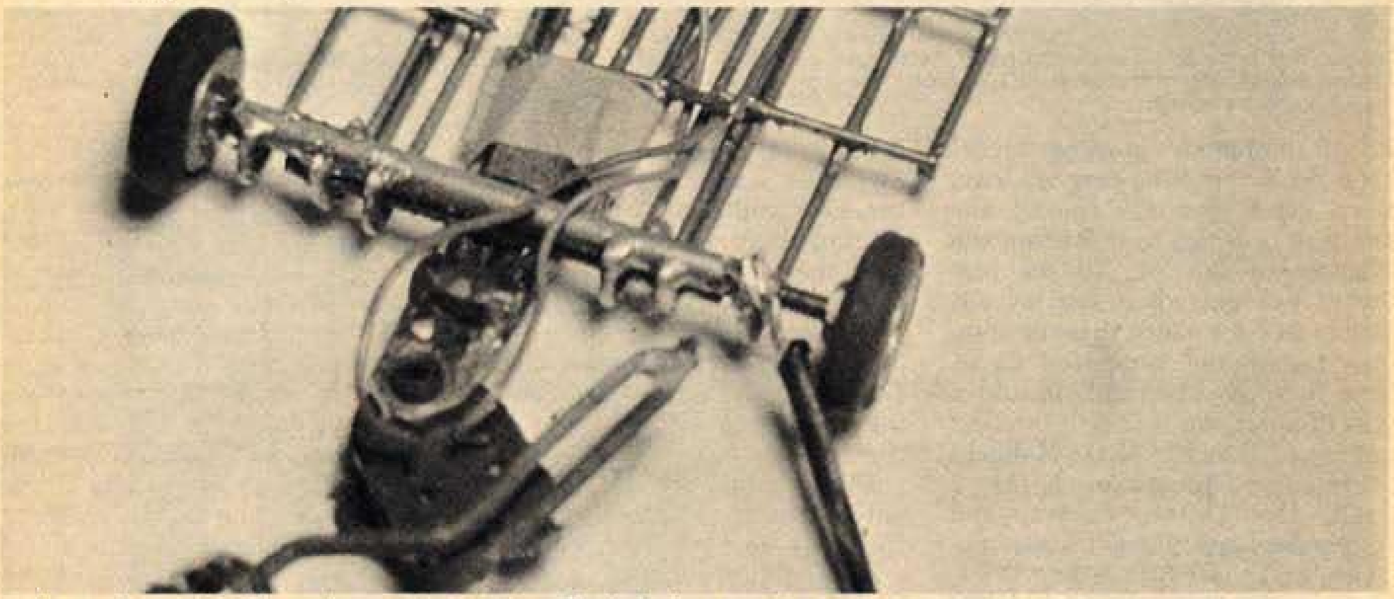


A small brass wire brush is a valuable tool for combing and cleaning kinked and dirty pickup braid. The braid is the only connection your car has to the track power source, so you want to keep them as clean and straight as possible.



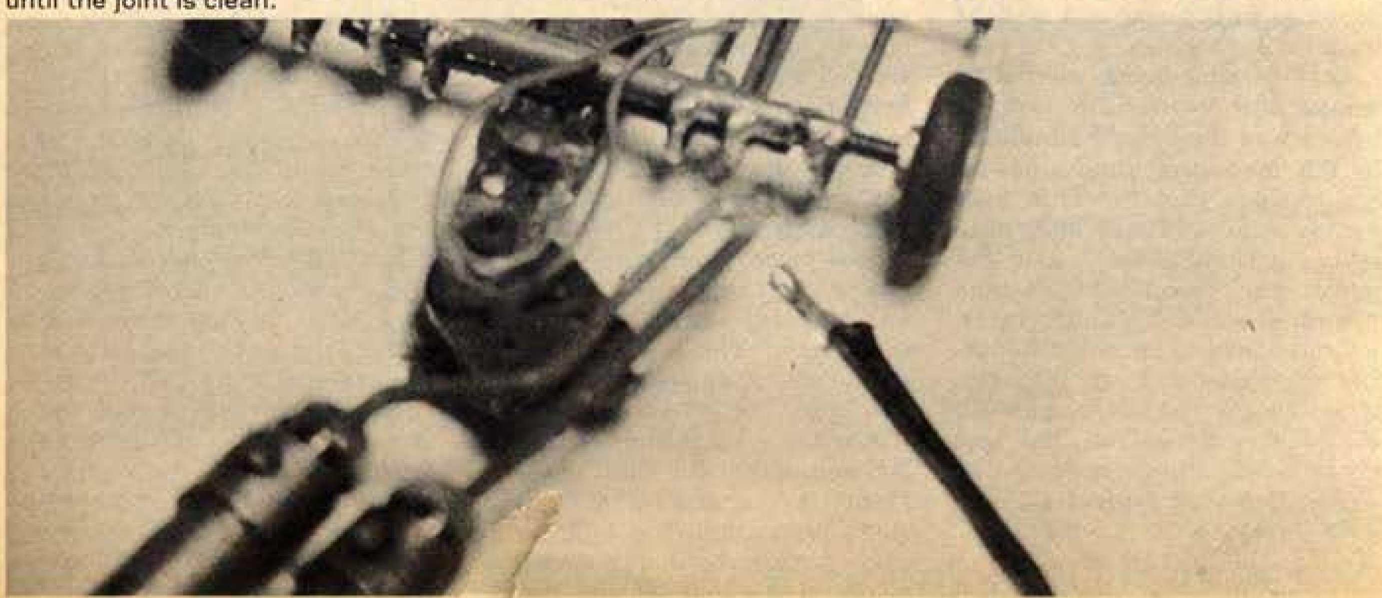


Got a sloppy solder joint? Get carried away and blob on too much?



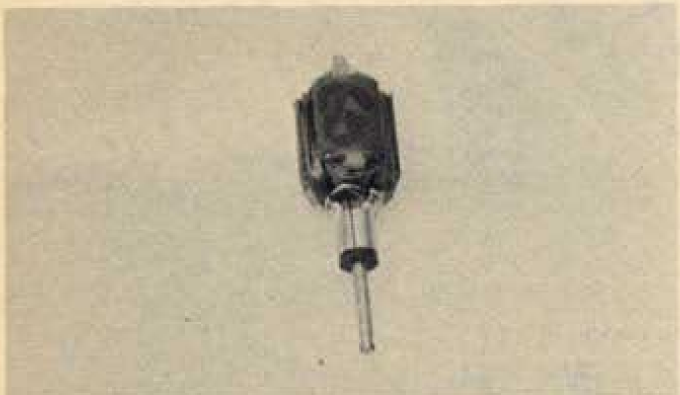
Take a piece of ordinary house lamp wire, dip it in flux and lay it over the solder blob.

Apply the heat to the wire and solder will flow up onto the wire. Cut away the soldered wire and repeat until the joint is clean.



HOT MOTORS HOW THEY COMPARE

Which motor is best by direct comparison? Here are all the facts. You be the judge!



Most motors today are advanced, with the commutator segments offset about 10° from the center of each pole as shown.



Part of the 25 motors collected for the MC&S "Comparison Test" to help you to determine which, modified or stock, is best.

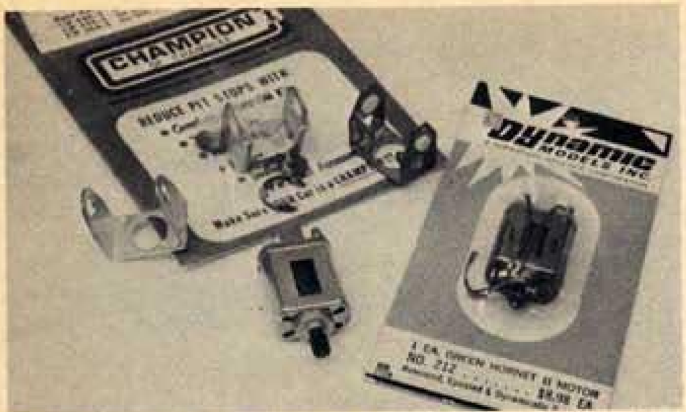
A completely stocked model car dealer might carry at least two dozen modified model car motors in order to offer you the fastest of the lot. To see just what you get when you lay out $9 to $12 for one of these motors, we tested and compared 25 of the most popular and, to add a bit of spice, we threw in the best of the "stock" 16D Mabuchi cans, the Monogram X-110 8 volt, the Testor, Pactra, and Strombecker, "Hemi" style motors, and the Pittman and Russkit cans as well. We were lucky enough to lay our hands on two of the very latest (1968 model) Mabuchi FT 16Ds with ball bearings in the case end and the rounded vent holes.

One of the most confusing things our comparison test revealed was the lack of similarity in the mounting dimensions of the various motors. This once again points up the lack of a truly national association of model car manufacturers *and* racers. Hey, Mr. Manufacturer, let's standardize on motor mounting dimensions. Even Mr. Mabuchi who seems to change models as often as Detroit, has seen fit to retain the same mounting dimensions for both 1967 and 1968 versions of the FT 16 D. We can only offer a photo or two showing that the different brands of motors do require different types of mounting brackets and offer you the suggestion that you check to be sure the motor you buy will fit the chassis you want to put it in (just because it *looks* like all the others is not a guarantee it will fit) or be sure to buy the mounting brackets to fit when you buy the motor.

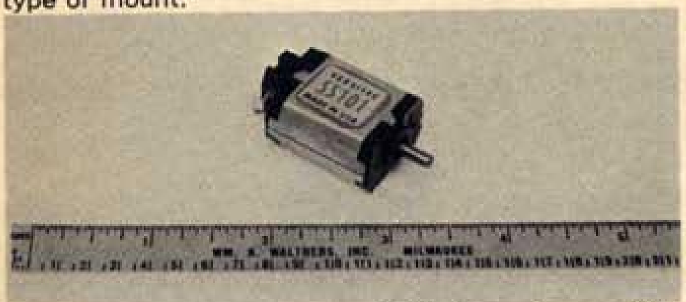
Our comparison chart lists only a few of the winding specifications as to the size of the wire and the number of turns. Today, the motor manufacturers that offer custom-wound motors and/or replacement armatures wind their armatures to suit *your* local track conditions and power supply. To find out which size wire and appropriate number of turns (usually as many as can be fitted in between each pole for the given size, to oversimplify) you can ask your raceway dealer.

The more important physical characteristics of each motor are listed for you on the comparison chart. The style of motor will be determined by the chassis you have, but note which end of the motor — case end, or plastic bell end — that the shaft extends from. As a general rule, the short tracks and the 1/32 scale cars opt for the motor with the shaft on the magnet end, while the large 1/24 scale tracks are most often "conquered" by cars using motors with the shaft extending out the end bell of the motor. Ball bearings will wear longer if they are kept clean, and they offer a theoretical increase in revolutions per minute. Any model car motor will perform better if the armature is dynamically balanced to offset any imbalance in *any* direction, even while the armature is rotating. Epoxied windings present just one less place where the motor can "blow" at high speed. Heavy Duty (H. D.) brush springs allow the maximum rpm and braking. The real "key" to a high performance "super stock" model car motor today is the strength of the magnets, assuming that the size of the windings is best for your track conditions. The new magnets will, again to oversimplify, provide enough strength to fully utilize the extra power of larger size wires on the armature windings. H.D. magnets contribute to better "dynamic" brakes to slow the car sooner as well.

Now that you can judge which is best, can you afford it? Or, must you search the chart for the best value for the money you feel you can afford? Either way, the *MC&S Motor Comparison Chart* will give you the answers.



These motors are examples of the type of motor which mounts using the stock Mabuchi end bell bearing. Only these, of the dozens tested, had this type of mount.



The Versitec SS101 features full ball bearings, 1/8" shaft.



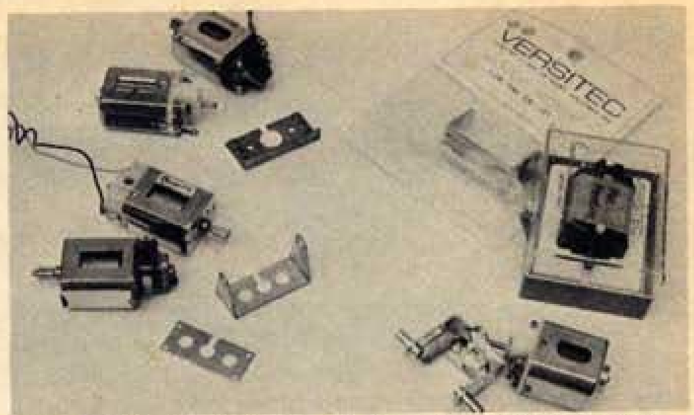
Testor's Mk III motor has best brush spring setup of all hemi-size cans.



"Medium" size Mabuchi can, the 26D, is high-torque motor. Dynamic #211 here.

This photo shows the larger Strombecker AT-400. Smaller AT-300 used for this test is "hemi" size with adjustable brush timing.

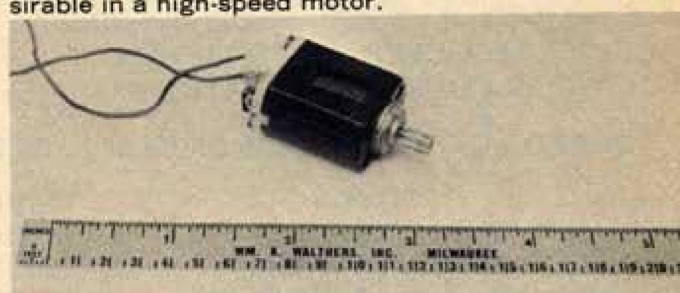




Note just four examples of the non-interchangeable mounting (clockwise): Pactra Hemi II & Testor Mk III, Champion 517 & Pactra Eliminator, Versitec SS101, and 26D Mabuchi.



Champion 517 includes every feature deemed desirable in a high-speed motor.

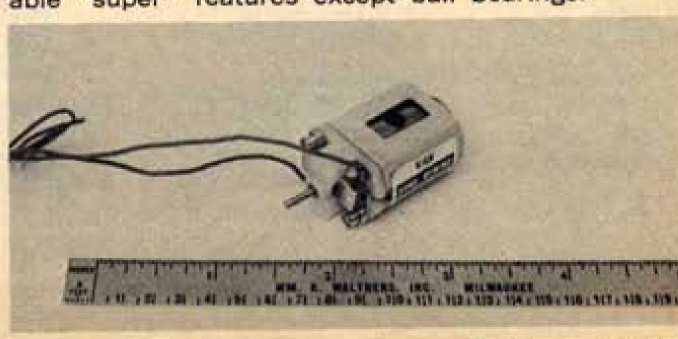


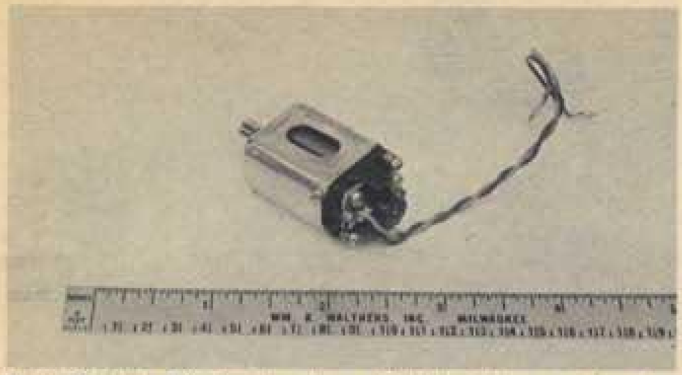
Dynamic's Dyna-Mag 212 features magnet-end gear mount, rare among motors tested.



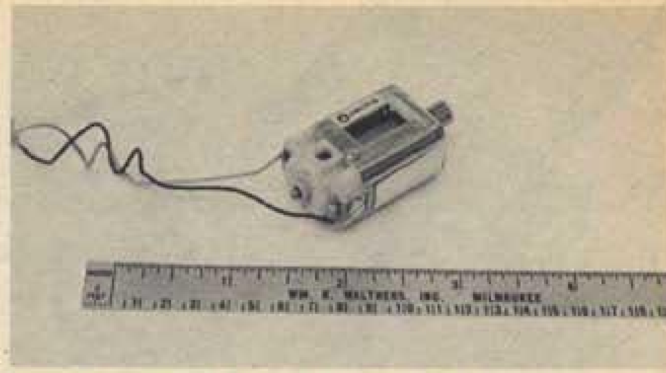
G. E. Mk IV "Rewind" by Dynamic is U. S. made, and largest of all motors tested by MC&S.

Dyna-Rewind is another motor featuring all desirable "super" features except ball bearings.





New Pactra Eliminator has slightly different brush-end design, bargain price for features.



Latest Hemi by Pactra is the "II" with statically-balanced armature, $3.98 price.

Latest Monogram kits feature the 8 volt X-110, one of the best "stock" 16D Mabuchi's.



Unusual multi-vented case distinguishes the latest in long line of Russkit's, the 28.

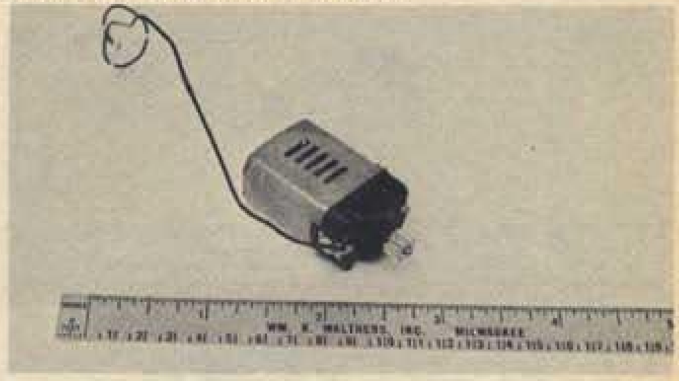


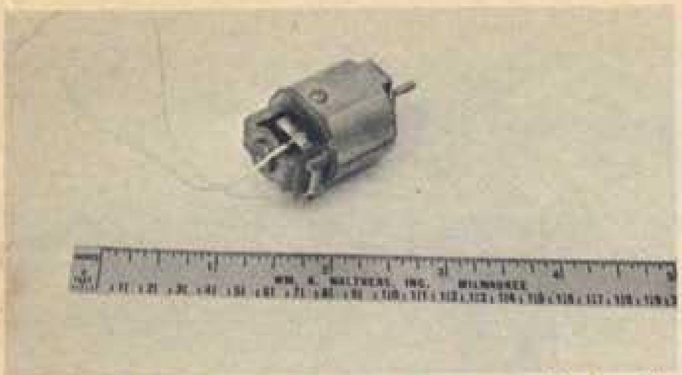
CHART OF "SUPER STOCK" MOTOR COMPARATIVE SPECIFICATIONS

BRAND	NAME OR NUMBER	STYLE	BEARINGS F/R	BALANCED?
Champion	517	16D	ball/ball	dynamic
Dynamic	Dyna-Mag 212	16D	plane/plane	dynamic
Dynamic	Dyna-Mag 211	26D	ball/plane	dynamic
Dynamic	GE Mk IV 213	special	ball/ball	dynamic
Dyna-Rewind	S. Sprint	16D	plane/plane	dynamic
Mabuchi	new FT-16D	16D	ball/plane	no
Monogram	X-110 (8 volt)	16D	plane/plane	no
Mura	1968 FT 16D	16D	ball/plane	no
Mura	Magnum 88	16D	ball/plane	dynamic
Mura	26D Magnum	26D	ball/plane	dynamic
Pactra	Hemi Mk II	Hemi	plane/plane	static
Pactra	Eliminator	16D	plane/plane	no
Pittman	6001	special	plane/plane	static
R_x Hobby	SuperPro 16D	16D	ball/ball	dynamic
R_x Hobby	SuperPro 26D	26D	ball/ball	dynamic
Russkit	28	special	plane/plane	no
Strombecker	AT-300	Hemi	plane/plane	static
Testor's	Mk III	Hemi	plane/plane	static
Thorp	Custom 27	16D	plane/plane	dynamic
Thorp	310	16D	plane/plane	dynamic
U-Go	880-1	16D	plane/plane	dynamic
U-Go	770-1	26D	ball/plane	dynamic
U-Go	Street Hemi	Hemi	plane/plane	dynamic
U-Go	Super Street Hemi	Hemi	plane/plane	dynamic
Versitec	SS101	special	ball/ball	dynamic

STYLE: many of the $10-class motors are available with shafts extending out either end. Special motors and some and cases require special brackets to mount in chassis — see photos and consult your dealer first.

WIRE & TURNS: the $10-class motors are often are available with windings to suit local track and

NA: Indicates information is not available by presstime.





Pittman 6001 is large size, U. S. made. Also available with ball bearings.

Thorp Custom 27 includes most-needed hop up mods, is also sold in other winds.

Thorp offers windings to shop-owners' specs, like most of the best makes. This one has double wraps of #31 wire on each pole.

U-Go 880-1 rates high on most shop-racers' lists of "super stock" 16D-size motors.

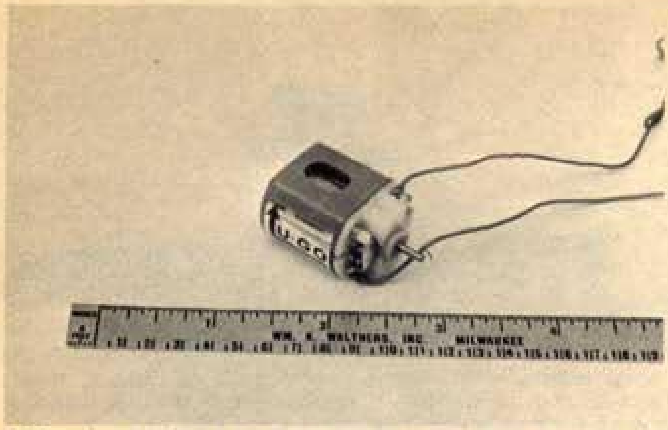




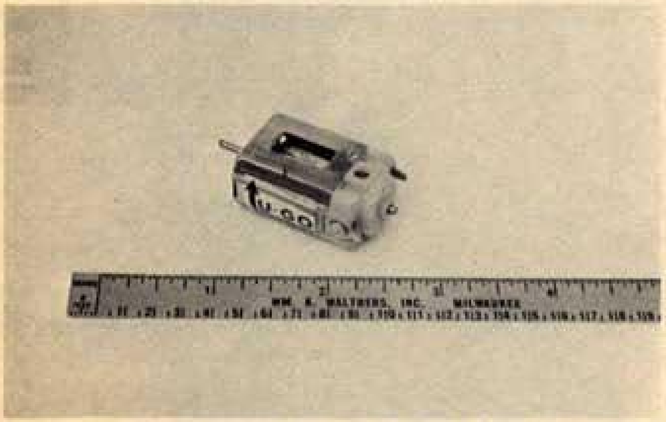
EPOXIED?	WIRE & TURNS	H.D. SPRINGS?	MAGNET RATING	PRICE
yes	27, 28, or 29	yes	excellent	$9.95
yes	42 of #27	yes	good	$8.98
yes	NA	yes	fair	$9.98
yes	40 of #26	yes	fair	$10.95
yes	NA	yes	excellent	$8.95
no	NA	no	good	$3.29
no	NA	no	fair	$3.00
no	NA	no	good	$3.29
yes	?? of #25	yes	good	$12.50
yes	?? of #25	yes	excellent	$11.95
no	NA	no	fair	$3.98
yes	NA	yes	excellent	$4.98
yes	NA	yes	poor	$4.50
yes	NA	yes	excellent	NA
yes	NA	yes	excellent	NA
no	NA	no	poor	$3.00
no	NA	adjustable	fair	$4.95
yes	NA	yes	fair	$3.50
yes	?? of #27	yes	excellent	$11.95
yes	double #31	yes	excellent	$9.95
yes	45 of #27	yes	excellent	$9.95
yes	45 of #27	yes	fair	$9.95
yes	45 of #27	yes	fair	$7.95
yes	45 of #27	yes	good	$11.95
yes	NA	yes	fair	$9.98

with improved magnets

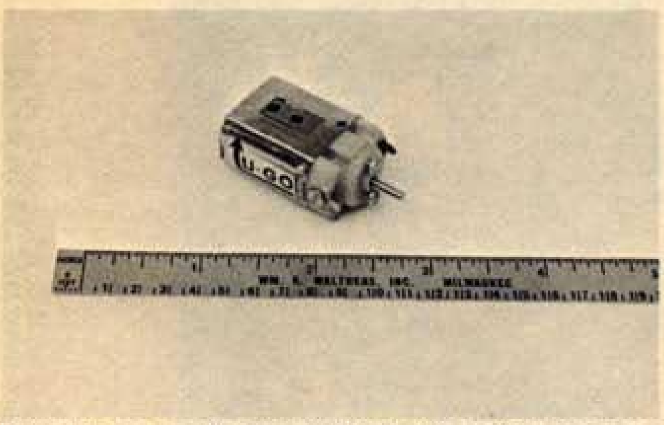
power supply conditions.



26D size U-Go 770-1 is pre-tested and broken in like all U-Go motors.

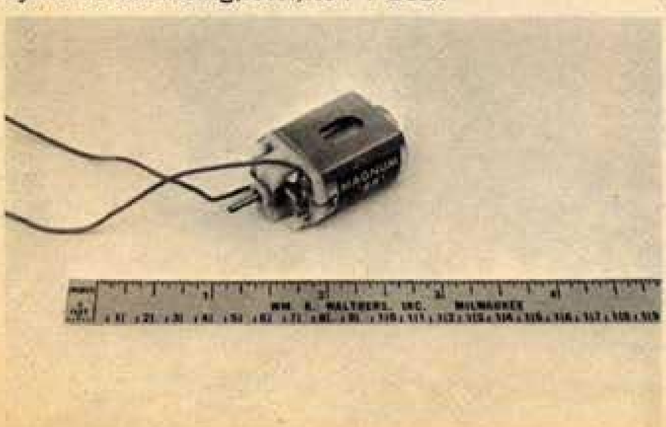


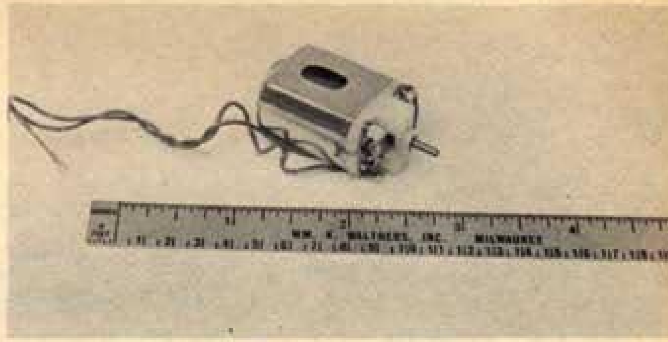
Mildly modified Hemi-style motor by U-Go has wild winding, H.D. brush springs.

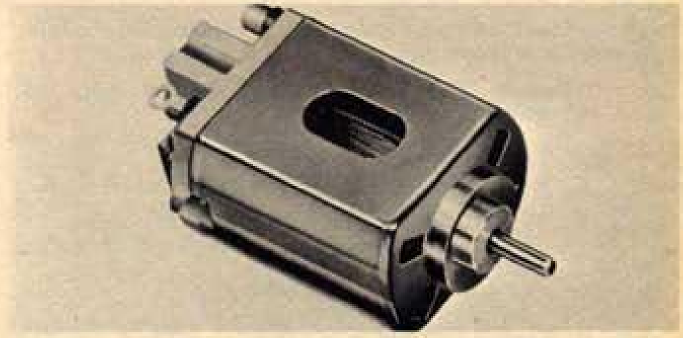


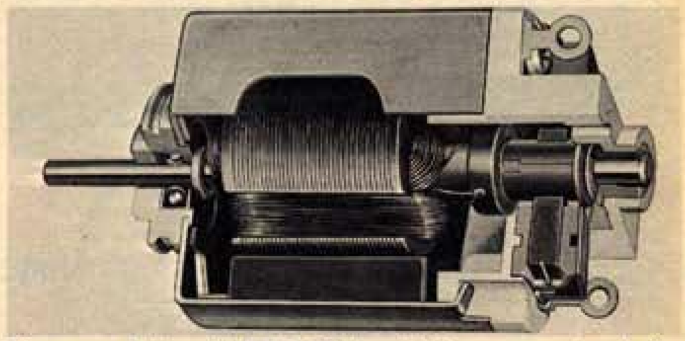
Even the magnets are exchanged for stronger ones in the Super Street Hemi by U-Go.

The new "88" by Mura adds even hotter windings, dynamic balancing, etc., to FT 16D.

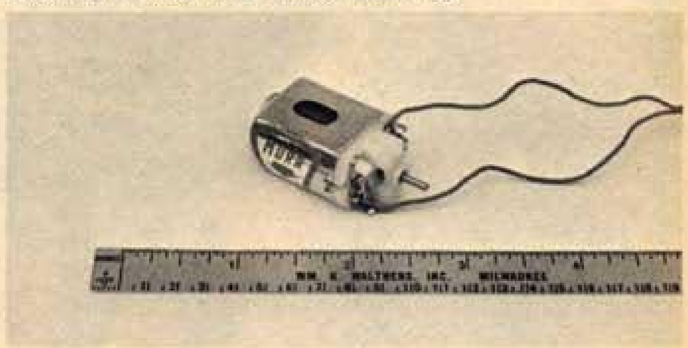








The new Mabuchi FT 16D has better magnets, ball bearing in case end, hotter winding.



One of first with the New FT 16D Mabuchi is Mura who only sells the fastest 5% of those they receive, the rest are rewound and sold with many other mods as "88's".

Better commutator, dynamic balancing, and other mods are added to Mura's 26D Magnum.



THE

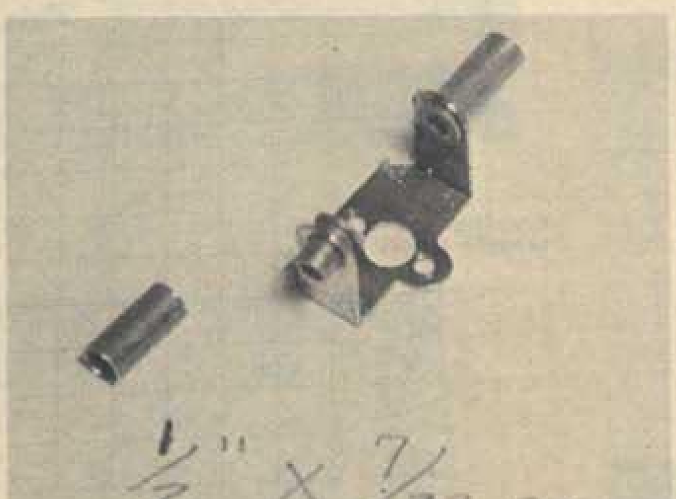


"GETTIN' THINGIE"

Hang the detail! Here's one for performance!



Start with a Russkit motor mount by reaming out the axle holes to take a set of oilites.



Install the oilites from the inside out and solder lightly. Cut two pieces of tubing ½" long and slip over the bearings.

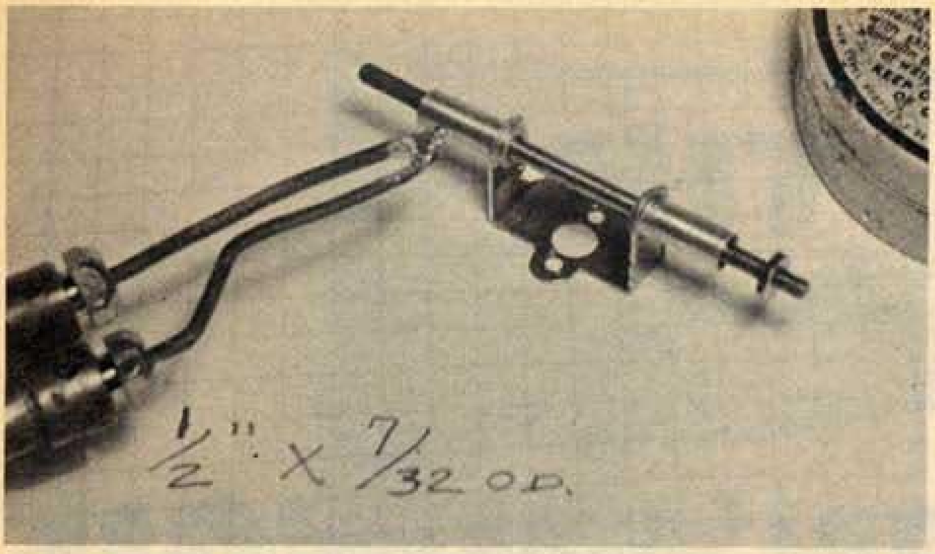
By Floyd "Thingie Man" Manly

Down in the Southlands, if somebody sez "git" he means move away as fast as possible. In describing something fast, he might say that it "Really GITS" so when we have a "thingie" that is fast and really moves out, it's just as natural as mud after a cloudburst to call it a "Gittin' Thingie!"

Thingies are built for speed and performance with total disregard for scale detail. They're outlawed from all classes of racing simply because they're in a class by themselves. The chassis, motor, and wheels are all set up to "GIT" and a mere mention of a body is hung on for show. In "open" (run-what-ya-bring) races, they're king!

The rear axle on this Chappy thingie is a Champion solid bar with taper lock wheels to spare the agony of leading the pack for 49 laps, then being sidelined with a bent axle. The front tires are hard Riggens, locked on the axle. Soft tires up front would grab and flip the car.

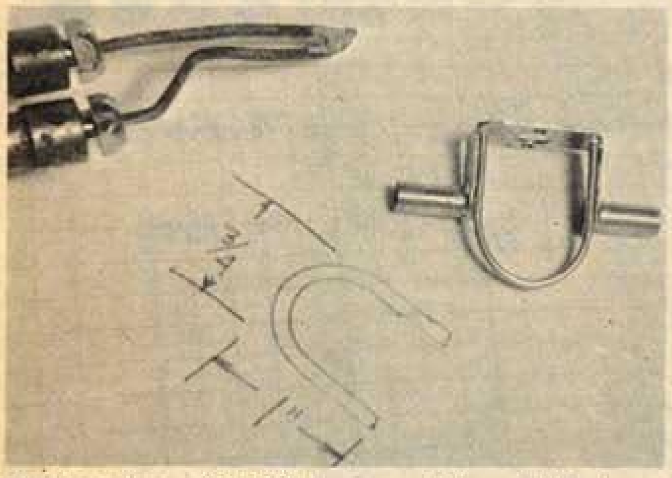
After attaching the side rails to the axle tube in step #11 be



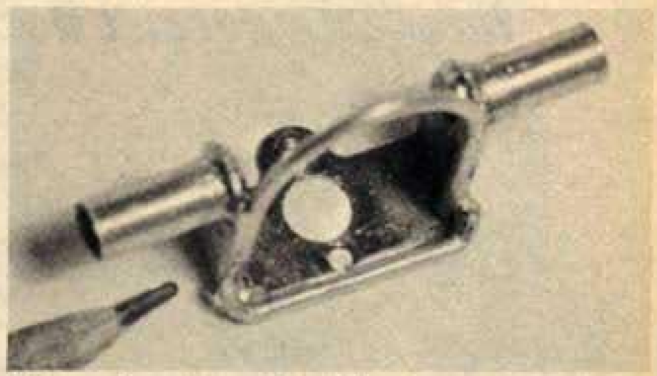
sure to check the alignment by rolling the car across the floor. If it turns to either side even slightly, fix it now or you'll have handling problems on the track. A note of caution in construction. If the pieces you're soldering don't align perfectly, *make* them fit *before* soldering. Don't solder one end and push the other down to fit. The chassis will "remember" that and push back in every corner at the wrong time!

The motor bracket is a Russkit, and it must be beefed up a lot to hold the weight of the motor. The motor doesn't touch

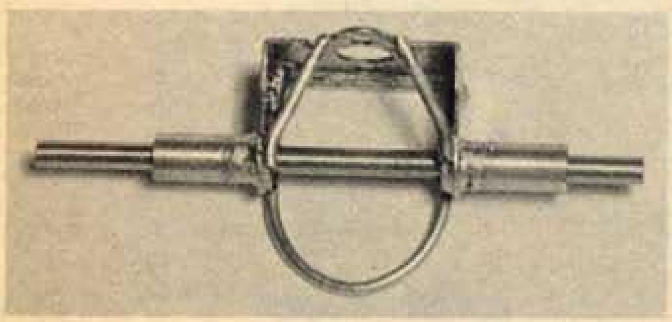
Insert an axle to hold the oilites true. Solder the tubes to the bracket over the oilites.



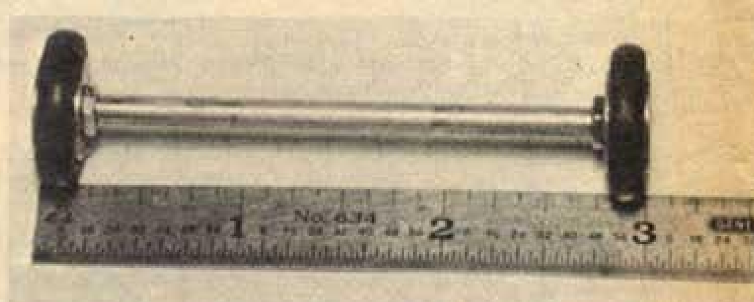
Bend a piece of 1/16" brass rod into a "U" shape with the dimensions shown and solder to the bottom of the motor mount.



Add another piece of 1/16" rod across the bottom of the motor mount. This helps dampen motor vibrations.



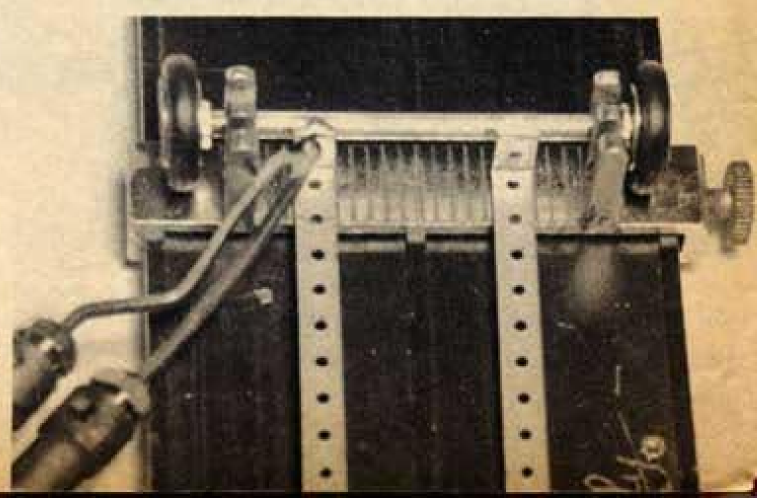
More braces for the motor mount. It carries the whole weight of the motor and has to be strong.



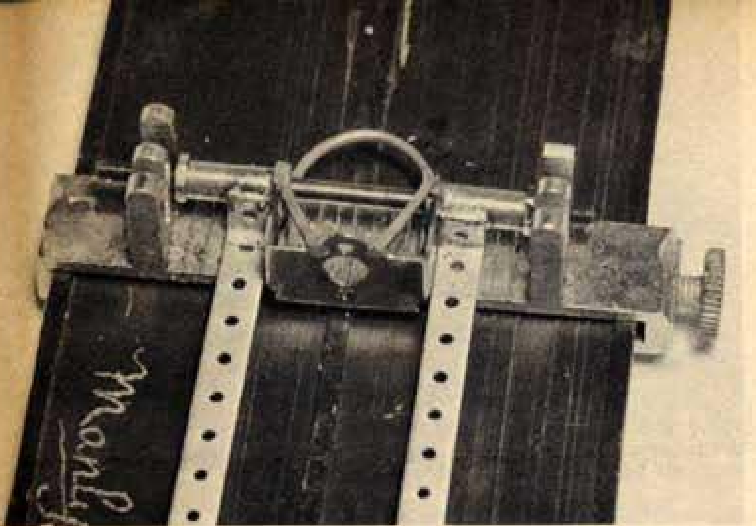
Cut the front axle tube just long enough to get your wheels out to exactly 3 inches. The legal limit!



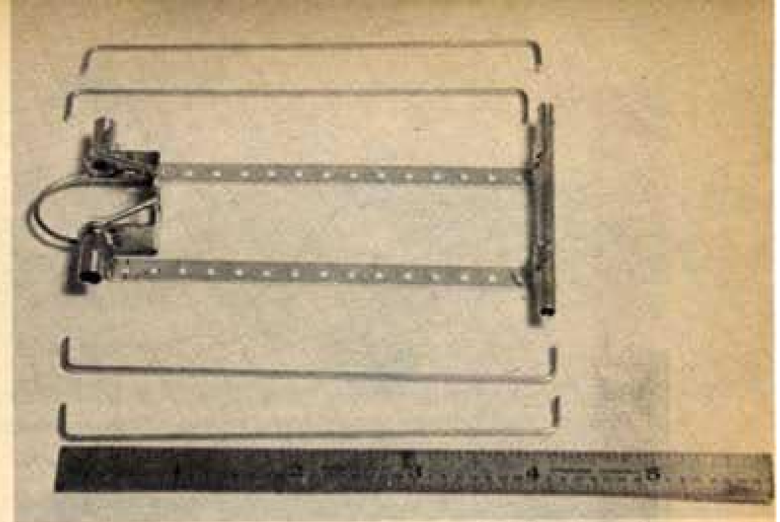
Now the side rails. We'll use Buzco brass straps. Bend each end up about ⅜" so you'll have 2 rails 3¾" long and **exactly** the same length.



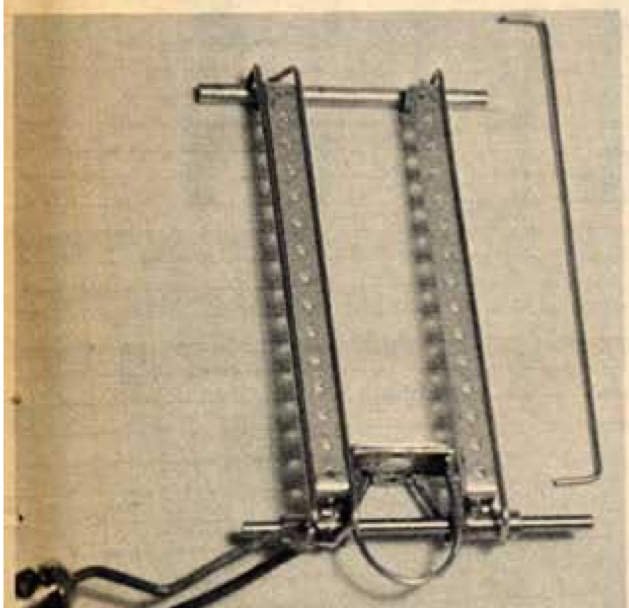
Solder the rails to the **inside** of the axle tubes. Not shown is the 1/16" tubing under the rails to give ground clearance.



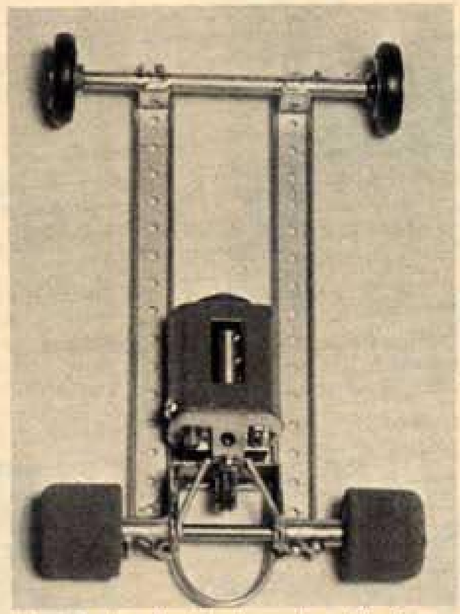
Solder the rails to the inside of the rear axle tubes. Make sure the mount is level. Do **not** solder the rails to the mount.



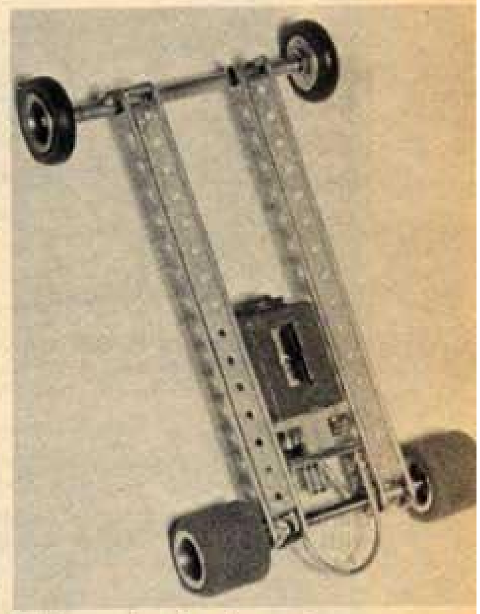
We need 4 pieces of 1/16" brass rod with the ends bent to fit along side the rails but to the **outside** of the axle tubes.



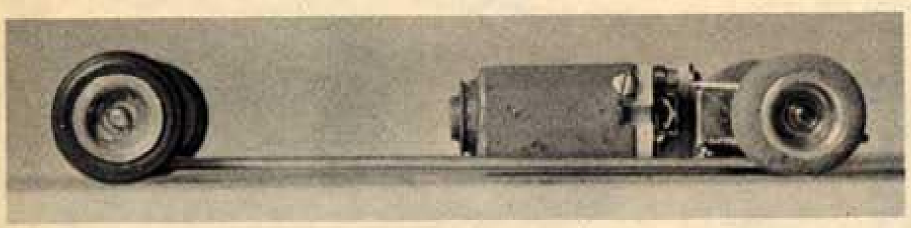
Solder 1 piece of rod on each side of the rail. Solder only at the axle tubes, not along their length. Again, don't solder to the motor mount.



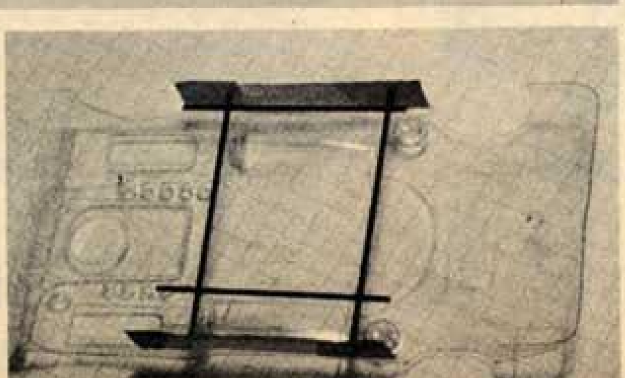
Here's the basic chassis with the wheels and motor temporarily in place to check clearances.



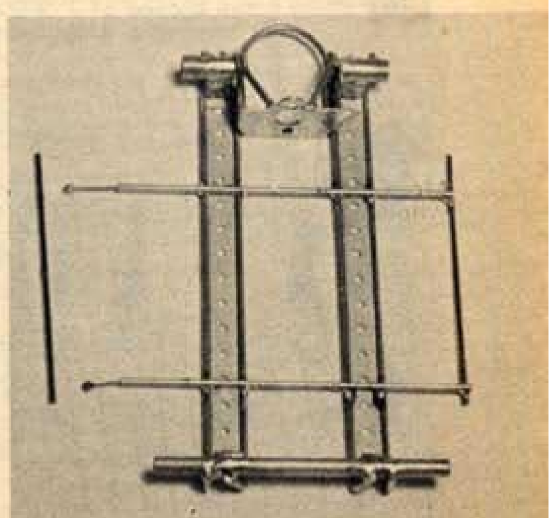
Bottom view to show a simple, flexible, yet strong chassis. Forgot to mention in step #11 is the roll test . . . See text for explanation.



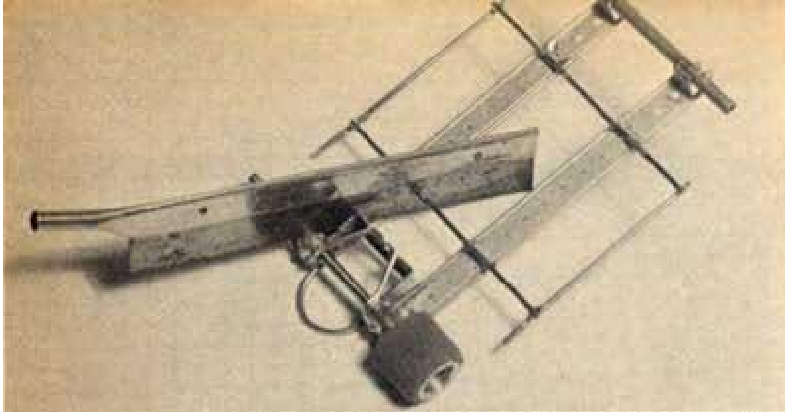
Low enough? ¾" rear wheels will give you 1/16" clearance under the motor. All the weight is low so she'll slide instead of flip.



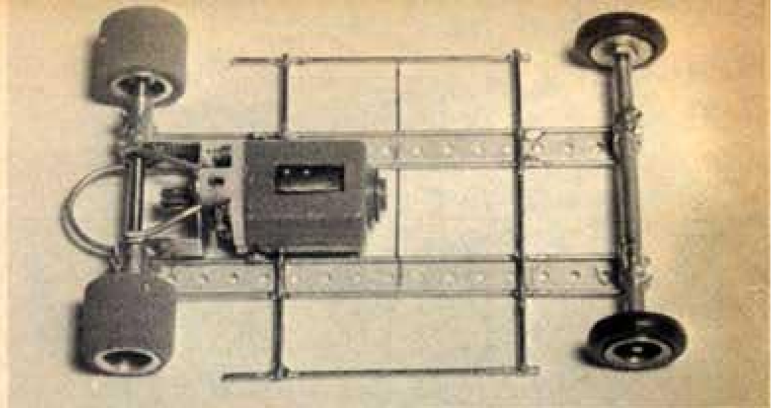
To make body mounts we'll use 1/16" brass tubing. Cut 2 pieces the width of the body, and 2 more the length of the body panel.



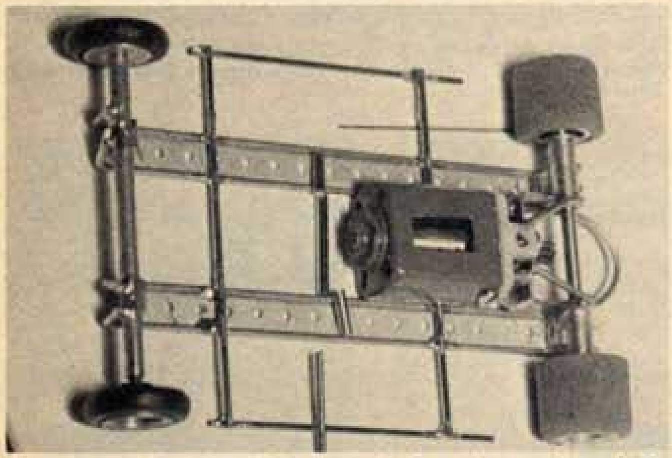
After marking the body mount positions, solder the cross pieces to the **top** of the side rails and the side pieces **under** the cross pieces.



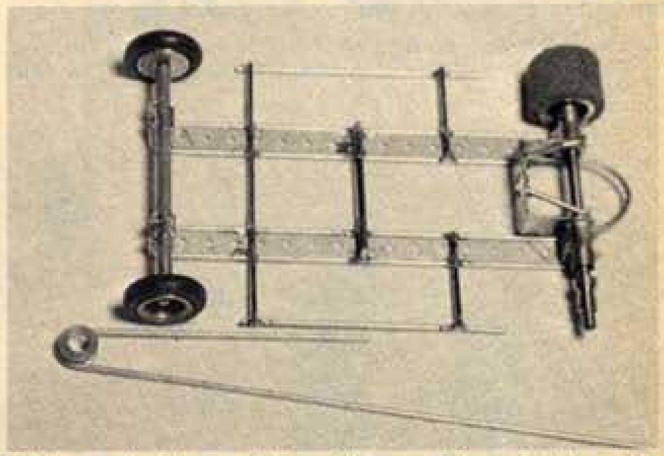
Cut away the center section of the rear body mount only to allow the motor to be installed.



With the motor in place, mark the position for the drop arm fulcrum. As far back as possible, now, but not touching the motor.



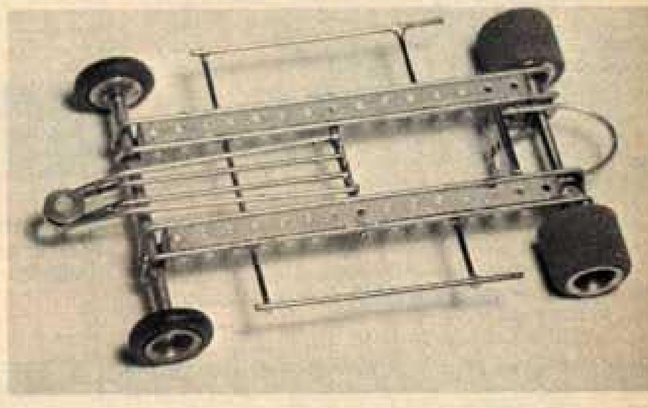
Cut 3 pieces of 3/32" tubing. 2 each to the width of the side rails and 1 to fit between the rails. Also cut a piece of 1/16" rod for the fulcrum pin.



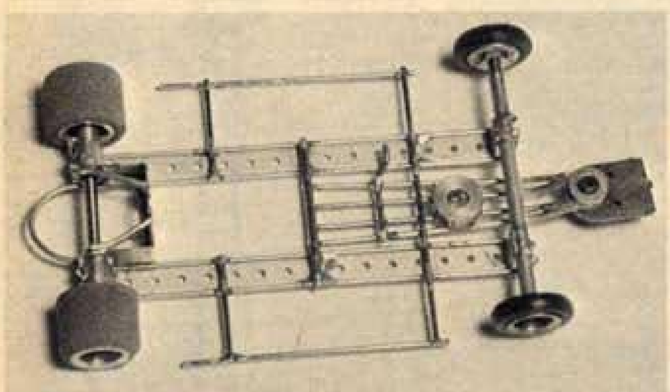
Solder **only** the outside fulcrum tubes to the side rails. Now bend a piece of 1/16" rod around a Dynamic pillow block as shown for the drop arm.



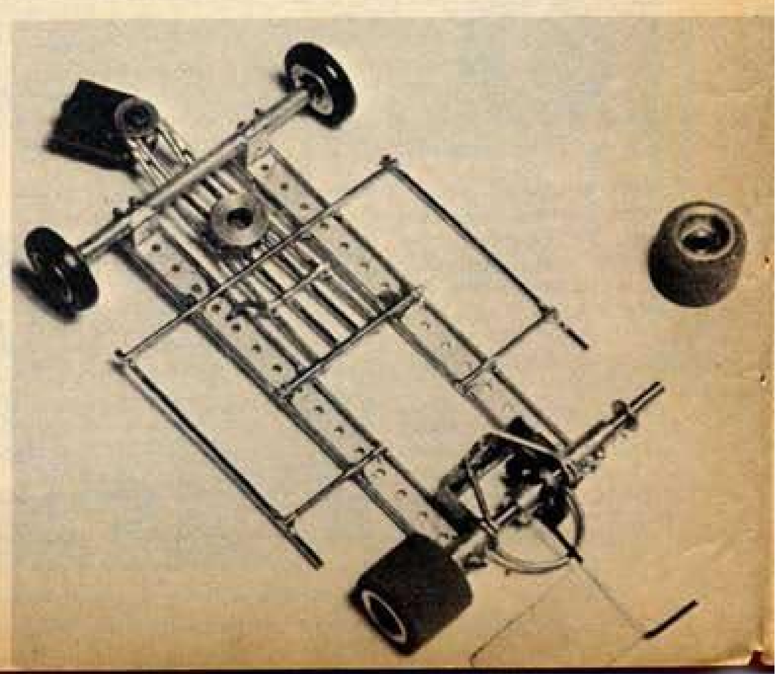
Solder the pillow block to the crook in the rod, and solder the ends of the rods to the **center** fulcrum tube. Bend the drop arm as shown so the guide shoe sits flat.



Add two more pieces of 1/16" rod to the drop arm for strength, after bending to same shape.



The front body mount is the "up" stop limit, add a "down" stop limit, and a small weight. You'll have to experiment to find the right amount.



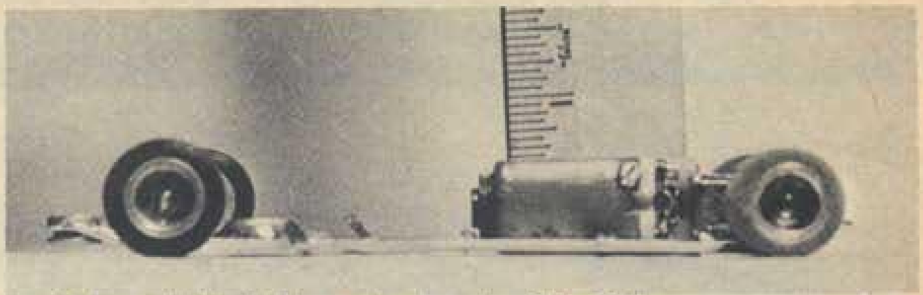
Install the rear wheels. Slip a brass washer over the axle to act as a thrust bearing for the wheel. Note the tape on the allen wrench. Harder to lose this way.

the chassis anyplace except the bracket. Rod is used rather than tubing 'cuz it's less apt to kink when flexed.

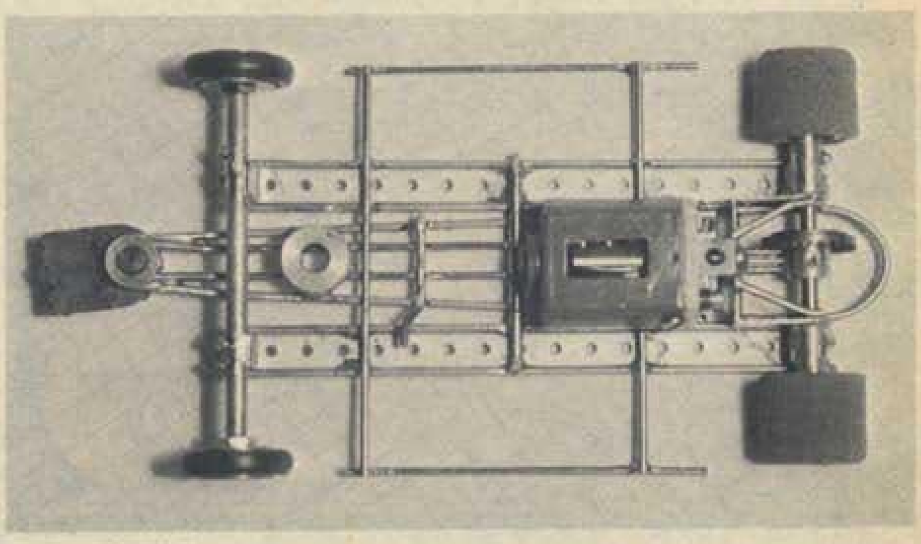
This car is going to weigh in at about 4 — 4½ oz. It's not a lightweight by any means, but we're finding that while the springie-thingies have the punch out of the chute the sled chassis have the "GIT" in the corners and will cross the finish line first. The "Gittin' Thingie" corners like a kid on roller skates headed for the candy store!

LATE NEWS FLASH!

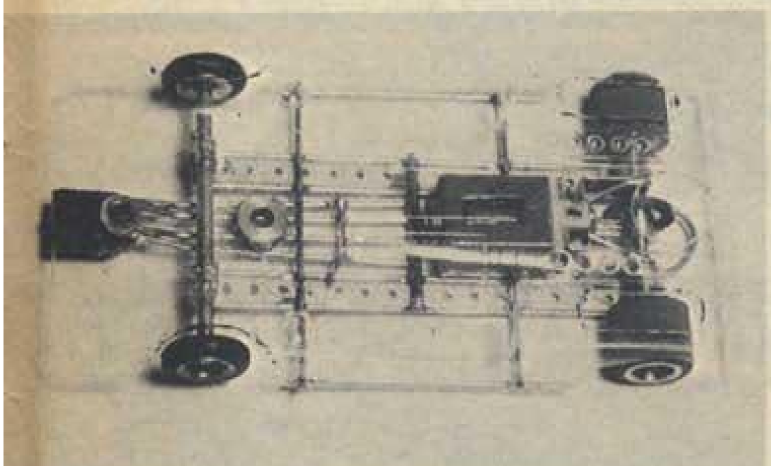
The Gittin' Thingie has *won* the last 4 Friday open class races, and the 2 hour Sunday enduro!

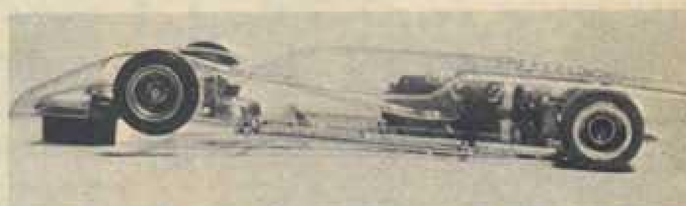


I said low, didn't I? The motor is only ⅝" off the track. The body is going to be much higher.



O.K. we're ready for track testing. All you need are the motor leads. We'll install the bodies in the next steps.





The front fender wells are cut out to let the wheels clear. All of the grill work is cut away.

Cut the panels to get the body down to where the "hood" rests on the front axle tube and the "trunk" just clears the rear wheels.



Pick your own color scheme, the wilder the better. Cut away the radiator wells and the spare tire on the Chaparral. Cut away everything you want, to lighten the body. The front end is like a track scraper and will slip under any car sitting in the way. Now you have a thingie. It's outlawed for everything but open class racing, but you'll tear up the competition in these events!

THE FIRST HOCCI INVITATIONAL RACE



The finest collection of hot HO racing machinery in the country gathered together for this exciting, pioneer event. Here's what the results were after the dust settled.

HOCCI, HO Competition Cars International, the largest governing body of HO enthusiasts in the world, has just put the wraps on their first national invitational meet. All of the entries except those that were hand carried to the site of the event were mail-in entries. This allowed every member to compete without having to travel across the country.

To keep all of the racing on a fair basis, all of the driving was done by experienced HO drivers who had recently proved their worth by storming through a 24 hour enduro for HO cars.

Only two participating cars failed to make the race due to mechanical problems that were present upon their arrival at the race site. In one case the cause was a homemade brush assembly that just did not want to function, and a rather well-worn car that was coughing its last during the qualifying heats and was retired before further damage set in.

Each car was handled with "kid gloves" in the finest display of tender loving care that we've ever seen at any mail-in event.

Every effort was made to protect the cars in taking them from one track to another and they were, in fact, replaced in their original boxes between all events.

The entry blank which was sent with each car had a square reserved for any special instructions the owner had for the drivers, and these instructions were almost always carried out.

Checking the entry list for the drag meet, the land speed record run, and the road races made one point very clear. Aurora is by far and away the most popular brand in enthusiast land. Of all the entries, only two were of a different make, and of these only one went on to win any hardware. The cars were all well prepared, and in fact would make some 1/24 enthusiasts hide their heads in shame. Proper decals, hand painted numbers, added exhaust pipes, injection tubes, and taped headlights, were commonplace. In the modified classes, where under HOCCI rules the owner can really "get into it," we found paper-thin body shells, a product I'm told of the Hobby House in Monroe, La., vacuum formed windshield inserts, vacuum formed bodies, and in one case, on a touring car, ball bearing front wheels.

If you think the followers of the larger scales know how to lighten a car for more go, you should take the time to look at a lightened HO chassis! These boys are something else! Real race practices are not unknown to the little cars either, the winner of the GT modified class won with the slickest spoiler yet seen. Talk about a Kamm effect, and to watch this one little car actually accelerate out of the turns and up the straights was something else.

Technical inspection also brought to light that, as in other scales, there are those who would try a few "unorthodox" methods as well, and several cars were either bumped out completely or



Winners, GT Stock semi, Jorizzo-Cobra, Gray-Ford GT, Kerr-Ford GT.



Winners GT Stock main, Gray-Ford J, Aitken-Cobra, Dailey-Camaro.



Winners GT Mod. Semi, Kerr-Porsche, Brister-Porsche, Schoenman-Cobra.



Winners GT Mod. main, Rosenberg-Lola, Feits-Ferrari, Aitken-Lola.



GTM main winner, and fastest car of road racing event, Rosenberg-Lola.



Drag race stock winners, Rodriguez-Red Wagon, Aitken-Ford, Schoenman-Mustang.



Drag race mod. winners, Biondi-Mustang, Rosenberg-Buick, Bianchi-Mustang.



LSR top five cars, Feits-Dino, Dailey-Mustang, Bianchi-Ford GT, Biondi-Mustang, Bianchi-Mustang.



Concours winner overall, Kerr Ford GT. Runnerup, Rosenberg-Lola.



The longest car at the meet!

moved into other classes because of such things as illegal tire sizes, not quite stock armatures, etc. Hm-m-m. The biggest surprise, technically speaking, came at registration time, when it was realized that the original HOCCI rule book would need updating to allow for some new classes in drag racing. One package arrived containing a replica of the Little Red Wagon, and was bumped into the stock class, since the little truck was the latest release from Tyco, (called the "Little Wheelie") and nothing could be found on it to keep it from racing.

There will now be an ST and STM class for "Stock Truck" and "Stock Truck Modified" and, a class for dragsters. Should a manufacturer produce one, and it's run "as bought," it will race SD, "Stock Dragster." any modifications or home built jobs will run in DU, "Dragster Unlimited."

Now, for the races. In all, three events were held, a drag meet for both stock and stock modified, S and SM. The course for this event was donated by the Atlas Tool Co., of New Jersey, makers of HO cars and accessories. The course ran a full scale HO quarter mile, 15.1′ actual. Both the stock class and modified class turned up an equal number of entrants and when the dust had settled the winner of the stock class turned out to be Tyco's Little Red Wagon which, run after run, nailed down first spot against much lighter and faster looking sedans and coupes.

Next up were the cars prepared to drag, and just drag, big impressive slicks hanging out in the rear, raised front ends, class numbers on windshields and tiny injector pipes all but sucking in air. And the times were just about cut in half!

As soon as the drag boys were through, and carefully boxed away, up went the gate from the quarter mile strip and the full land speed course was opened. All the cars were eligible for this event and they were timed over a full scale one mile run or 60.7′ actual. That's a long way for a little HO car to run full chat, but on they came, "wound out" and screaming, some so fast they surprised the officials. Upon reaching the end of the timed section they ran into a shut off area, and were returned to the starting line on a return strip. The times for both these events may not impress everyone, but we hasten to add these are HO cars and they were not jolted into orbit on 36 volts. Check the figures, and if you think you can do better, try next time around, records are made to be broken in racing.

As mentioned, the LSR being open to all entrants, both drag and road racing machinery ran, and it was surprising to see some of the hot drag cars give their all for fifteen feet or so and then hold the pace, while some of the hotter road cars just continued to unwind. In fact, the event not being run by class, the overall winner turned out to be the second place winner in the GTM class in road racing. And a Ferrari at that.

By now, with both these events



Something other than an Aurora car, the Atlas Lola.



Ball bearing front wheels on a road racer.

Before going on with the results, we at HOCCI wish to thank the following people and companies for assistance in what will be a regular event.

Race Director .... Jose Rodriguez, Jr., HOCCI
Tech Inspector .... Steven Stein, HOCCI
Concours Judge ...... Marshal Ferranti, HOCCI
Chief Scorer .... Robert Emott, HOCCI
Drivers .... Steven Stein
Bill Conticchio
Gary Scheib
Jeff Witchell
Race site .... Mini-Wheel Raceway and Hobby Center
Highland Park, New Jersey
Drag & LSR track .... Atlas Tool Co., Hillside, New Jersey
Road Course .... Aurora Plastics, West Hempstead, N.Y.
Awards .... HOCCI
The Hobby House
Aurora Plastics
Mini-Wheel Raceway
Auto World
Model Car & Science Magazine

over, all the cars had been warmed up to the point where their oil was ready, and they were turned over to tech inspection once more prior to the road races.

The road racing event was opened to sports cars, GT stock and GT modified, and the gran touring class seemed to be the most popular with only one sports car making the trip. What to do with the one sports car looked like either bumping him out, giving it an automatic first place, or moving it into the next class. This is what was done, so into the GT stock class came one bright blue Cobra roadster.

Besides the qualifying heats, which in themselves are races to bring out the interest of any enthusiast, four races in all were run, a semi and main in GT stock and a semi and main in GT modified.

The road races themselves proved many points. First, you just don't compete on stock tires, but hanging them out too far doesn't help either. Spoilers *do* seem to work when properly tuned, at least they are of psychological value. Quiet machinery is faster nine out of ten times. Short wheelbase cars are tricky, worm gear braking is awful hard on the driver, and Atlas hand controllers are the way to fly!

RESULTS

Concours overall	*State*	*Type*	*MFGR.*	*Time*
Rich Kerr	Pa.	Ford GT	Aurora	
Drag Race Stock				
1st Jose Rodriguez III	N.J.	"Little Wheelie"	Tyco	2.01
2nd Mark Aitken	N.Y.	Ford Sedan	Aurora	2.02
3rd Carl B. Schoenman III	Ill.	Mustang	Aurora	2.04
Drag Race Modified				
1st Lee Biondi	Mass.	Mustang	Aurora	1.07
2nd Bruce Rosenberg	Ore.	Buick	Aurora	1.09
3rd Edward A. Bianchi	Pa.	Mustang	Aurora	2.01
Land Speed Record Run overall				
1st Terry Feits	Pa.	Ferrari Dino	Aurora	5.09
2nd James Daily	Ohio	Mustang	Aurora	6.00
3rd Edward A. Bianchi	Pa.	Ford GT	Aurora	6.01
4th Lee Biondi	Mass.	Mustang	Aurora	6.03
5th Edward A. Bianchi	Pa.	Mustang	Aurora	6.04
Road Race GT stock (Semi)				
1st Joseph Jorizzo	N.Y.	Cobra	Aurora	
2nd Barry T. Gray	Pa.	Ford GT	Aurora	
3rd Rich Kerr	Pa.	Ford GT	Aurora	
Road Race GT stock (Main)				
1st Barry T. Gray	Pa.	Ford J	Aurora	
2nd Mark Aitken	N.Y.	Cobra	Aurora	
3rd James Dailey	Ohio	Camaro	Aurora	
Road Race GT Modified (Semi)				
1st Rich Kerr	Pa.	Porsche 904	Aurora	
2nd Lee Brister	Calif.	Porsche 904	Aurora	
3rd Carl B. Schoenman III	Ill.	Cobra	Aurora	
Road Race GT Modified (Main)				
1st Bruce Rosenberg	Ore.	Lola	Aurora	
2nd Terry Feits	Pa.	Ferrari Dino	Aurora	
3rd Mark Aitken	N.Y.	Lola	Aurora	

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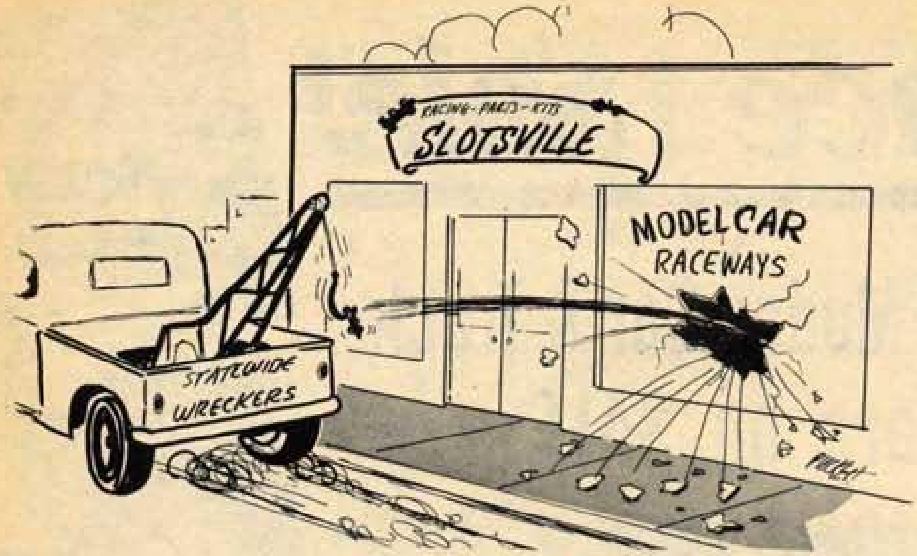
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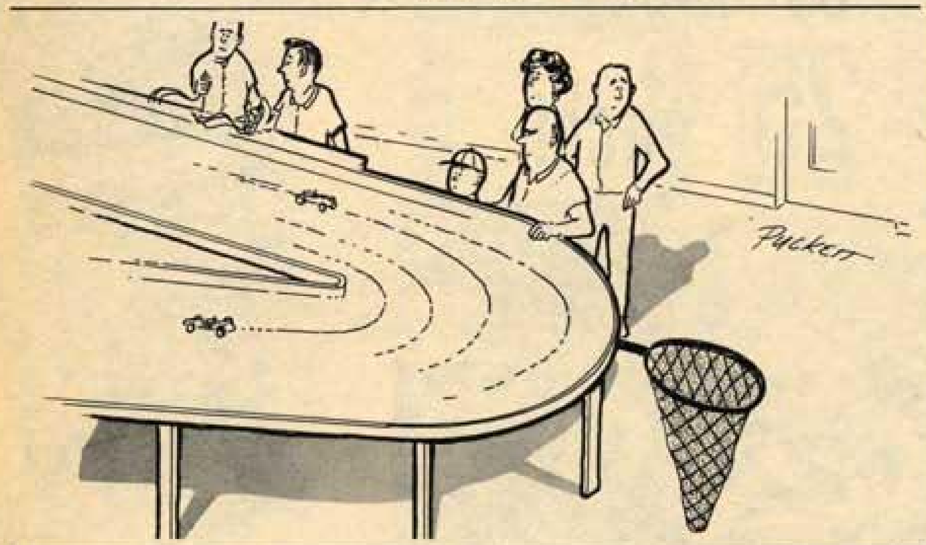
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6. Names and addresses of: Publisher — Gordon Behn, Don Werner, 131 So. Barrington Place, Los Angeles, California 90049. Editorial Director — Steve Urette, 131 So. Barrington Place, Los Angeles, California 90049. Managing Editor — Ray Hoy, 131 So. Barrington Place, Los Angeles, California 90049.
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8. Known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages or other securities — none.
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2. Mail subscriptions	14,340	13,005
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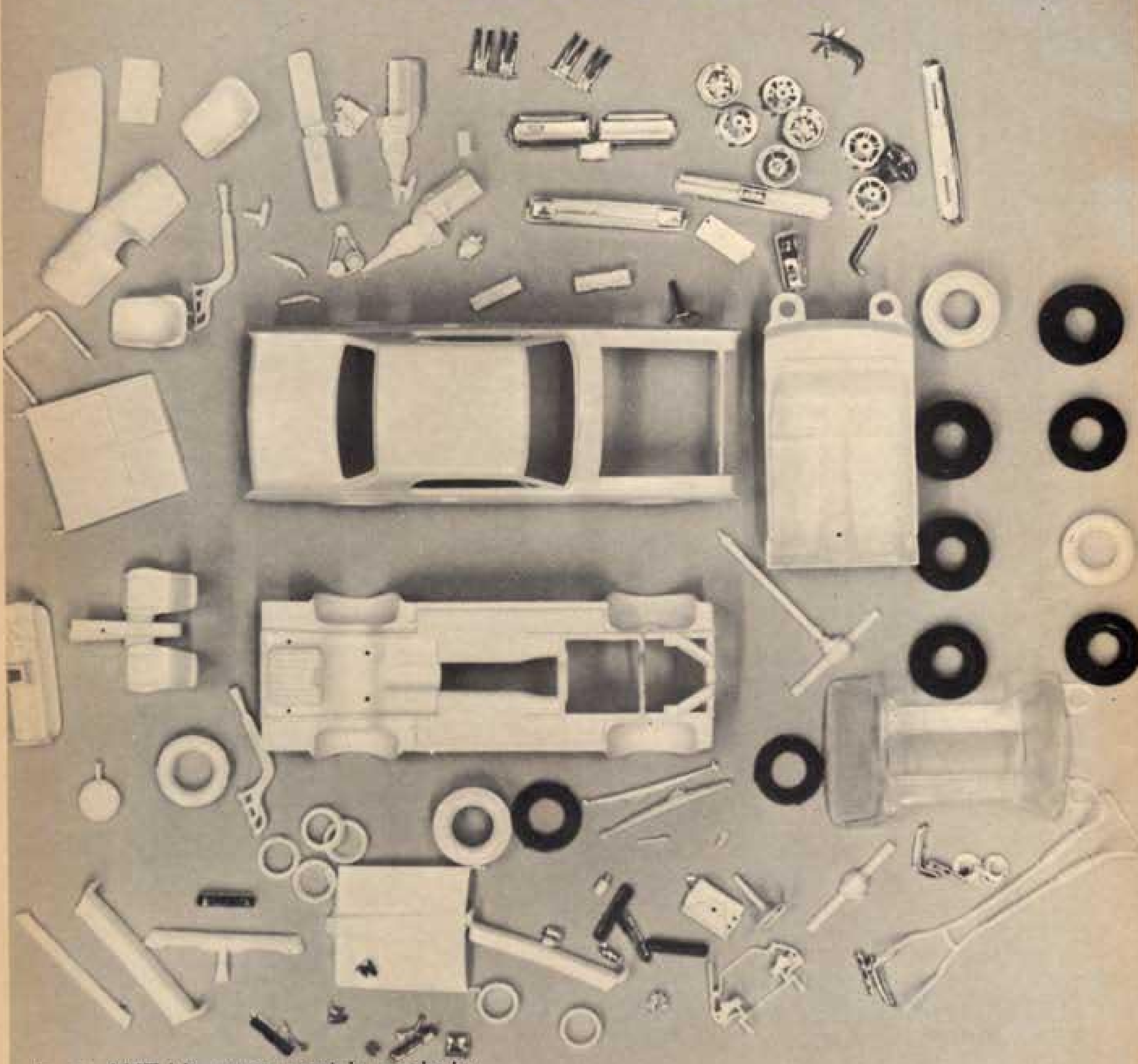
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